

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY,  
(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, MARCH 15, 1897.

No. 9.

{ ONE DOLLAR PER ANNUM.  
SINGLE COPY, TEN CENTS.

## NEW ELEVATOR AT SANDUSKY, OHIO.

Sandusky, Ohio, has not been nor is it an important grain handling port, but it has had an elevator for a number of years. The B. & O. Elevator illustrated herewith had been idle eight years last October, when the work of overhauling and remodeling it was commenced. It is now a modern equipped plant, and in operation. A new engine of 150 horse power was added, also steam shovels, two 1,200-bushel hopper scales, new elevator cups, a No. 9 Monitor Grain Separator, and Metcalf Loading Spouts.

An annex with 225,000 bushels' storage capacity was also erected. It adjoins the old elevator on the land side, and is 32 x 192 feet. It contains 24 hopper bottom bins, 55 feet deep, and so arranged that grain can be delivered to any one of them by a 30-inch belt, which receives the grain from the scales. The grain is taken from the belt and diverted to any bin desired by a Metcalf Self-Moving Tripper. The belt which takes the grain to the bins in the new part runs down at the farther end and returns beneath the bins, thus serving to convey the grain from any bin to the elevator boot in the old part of the house. The grain is then elevated to the scale hopper, weighed and spouted to car for shipment.

The addition has a stone and concrete foundation containing 15,000 feet of masonry. The sills are 12 inches by 12 inches, and the planking used in the cribbing is 2 inches by 8 inches and 2 inches by 6 inches. The annex was designed and erected by J. W. Stroup in 28 days. The machinery was supplied by the Webster Mfg. Co. of Chicago. The

elevator is covered with iron siding and roofing. The old plant, which is located on a slip of Sandusky harbor, has a marine leg so that a lake vessel can be unloaded in a short time.

W. H. Fitch, a practical grain man of Chicago, is superintendent of the elevator. The first grain was received October 26, and by January

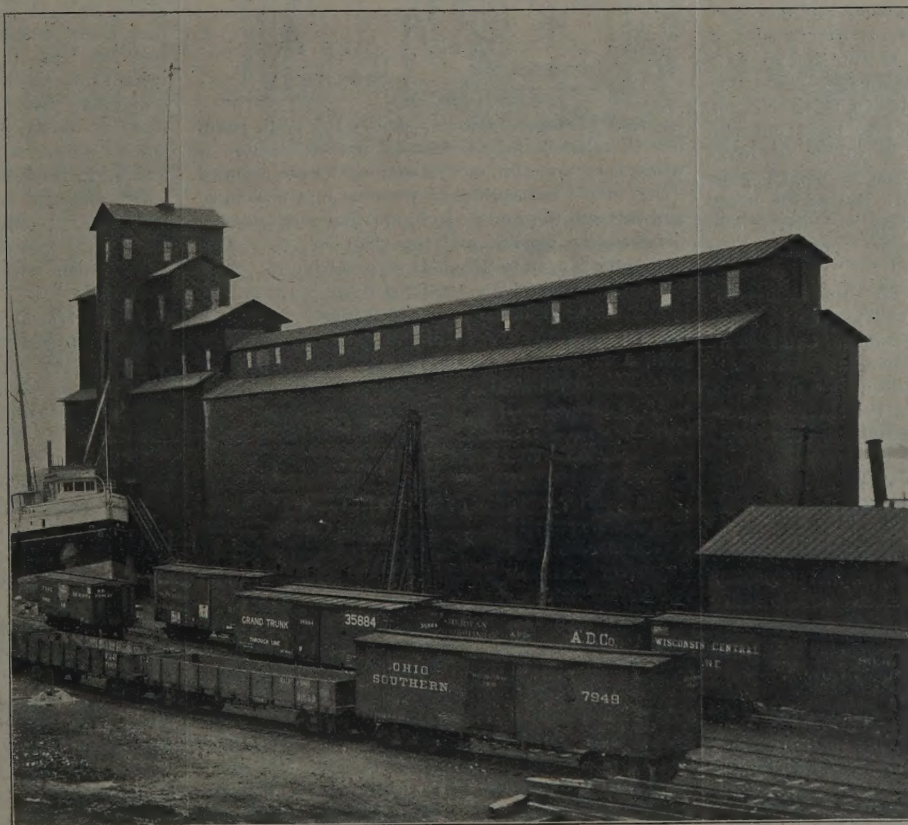
## WANT FREE GASOLINE FOR MANITOBA ELEVATORS.

The increase in the use of gasoline engines in the grain elevators of Manitoba is shown by a report made to the Winnipeg Board of Trade. A subcommittee of the general grain committee urged that the Board represent to the tariff commission the necessity of removing or reducing the duty on gasoline for use in producing power in gasoline engines in grain elevators and also for the removal of the restrictions now placed on the transportation of gasoline when reported. The regulations prohibit transportation in tank cars, which vastly increases the cost to the consumer.

The committee stated that insurance companies were charging a rate of 3 per cent. on elevators operated with steam power, and but 1¼ per cent. where gasoline engines are used. Immense saving by the use of gasoline would also be effected on the insurance of stocks of grain held in the elevators; and the question of water supply for power plant in certain sections would be solved, as but a very small quantity would be necessary; also that attendance on steam plant is estimated at \$2 per day, while the attendance on gasoline plant is but a few cents. A complete detailed statement of the advantages of using gasoline plant in grain elevators in that country was presented with the report.

News items relating to the grain trade and those engaged in it are always welcome.

Regular grain dealers are beginning to recognize the advantages of organization, and are getting together for the advancement of common interests.



NEW ELEVATOR AT SANDUSKY, OHIO.

31 500,000 bushels of grain had been received and shipped.

It is said that steps are being taken to establish a line between Milwaukee and Portland, Maine, for the transportation of grain without breaking bulk. The route will embrace the Detroit, Grand Haven & Milwaukee line (boats and railroad) to its junction with the Grand Trunk Railroad, then to Portland.



## A VISIT TO THE TORONTO CALL BOARD.

I went to the Board of Trade, writes a contributor to a Toronto paper, to see where they make prices.

Three large blackboards occupy the blank space in the walls, and my guide said that they were the largest boards worn by any Board of Trade on the continent. Where are the pessimistic croakers at the rate of taxation now? I already feel as if I was the owner of a coal yard or a corner lot. The boards are covered up with plate glass, ground sufficiently to take a chalk impression, and at the same time to exhibit their headings and partitions. On the glass were recorded with chalk, in a business college hand, the receipts and shipments of grain in New York, Chicago, Duluth, Milwaukee, Oswego, Toledo, Port Arthur and Detroit. The visible supply of grain was also recorded in many cities, and the list included flour, wheat, oats, rye, peas, corn, barley and enough other products to make one think of the famine in India. Two of the boards are for recording the price of grain in European markets, and the price at certain hours in the day is chalked on the slate.

There was the price of spot wheat, which, the guide explained, meant wheat on the spot. I told him I did not understand billiard slang and he explained further that it meant wheat actually there and in existence ready for delivery—showing me at the same time the quotations for "floating cargo," which was wheat unconsciously sold before reaching port. There was a stock of news from Liverpool, London and Beerbohm all recorded in chalk. I scratched my bump of geography for a long time before acknowledging my ignorance, and the guide explained that the latter was not a city at all but the name of the man who collected the news and despatched it. There is an excellent rule followed in the treatment of the slates, and one that I would strongly recommend to certain licensed establishments in the city. Every alternate day all the figures are quietly but severely wiped off and no record is preserved of them. What an excellent thing is this obliteration of the past. If the figures were preserved the members' pencils, paper and grey cerebral matter would be consumed in speculating on the probable result that would have followed if he had sold one day earlier, or waited two days longer, or bought on the day that he stayed home to soak his corn in warm water. But as the brush consigns the markets of yesterday to oblivion and the dust pan, the speculator must operate on the living present.

It was noon, and men with fur caps, solid commercial features and small fat canvas bags of grain samples began to gather in the rotunda, and look at the tape and blackboards. Secretary Wills approached the side of the long table with a note book and mallet, and as he assumed the severe expression of an auctioneer the merchants gathered around the table.

"Wheat, No. 1 hard," said the secretary.

"Sell at \$1.05 by the North Bay route," came from the audience.

"I will give \$1.04," spoke out another quarter. Then the \$1.04 man rose to \$1.04½ and left the offer dangling before the mental spectacles of the seller until Secretary Wills began to look impatient. He then yielded to the stronger position and agreed to take one car of wheat at North Bay at \$1.05.

"No. 2 hard," said the secretary.

"Sell at \$1," came from a man of enterprise.

"One car at 99," said a short, fat man who had been trying to reach up and sit on the corner of the table. The secretary paused a moment to allow the \$1 and the 99 cents to draw together, but as both remained motionless he shouted "No. 3 hard."

"Buy at 92½ cents," said a quiet man at the end of the table—"93 cents," he added as the secretary looked ominous.

"Sell at 94 cents," came from the crowd, and after slowing up a little Secretary Wills called "No. 1 regular."

"I'll give 87 cents, delivered at Carleton Junction," said a portly man with a watch chain and a sense of the importance of the transaction.

"Sell at 89 cents," answered another portion of

the audience, as the Secretary passed on to No. 2 and No. 3 regular. Peas, rye, buckwheat and oats came in for a share of the discussion, but the prices of buyers and sellers could not find any common ground on which they could unite.

"Samples at \$1.03 on the track at Toronto," said a commercial looking member, spilling some wheat onto the table from a fat-looking bag. Although many of the assembled grain dealers cut canals through the small mound of wheat with their fingers, and tossed occasional grains into their mouths, no one seemed to want it.

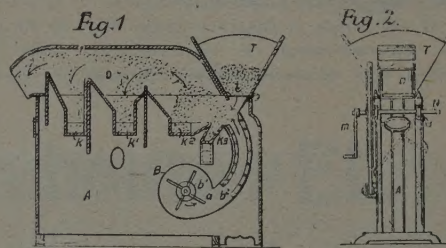
"Sold two cars of No. 1 hard at \$1.05, delivered at North Bay, Mr. Bull and Mr. Bear," announced Secretary Wills as the result of the call.

Although grain in every quarter of the Province had been tendered and bid upon the sales were small. The same eclipse of the mentality that makes a newspaper man conceal the extent of his wages makes a merchant reluctant to buy or sell in public. There were more transactions effected in the few minutes' conversation after the close than there would be at a dozen calls. Call-board fills its mission in bringing merchants together.

## A RUSSIAN GRAIN CLEANER.

American grain cleaning machines are used in all parts of the world, and will continue to be used in every country until something better is designed. The grain cleaner inventors of other lands, so far, have given no promise of designing anything better or even as good.

The machine illustrated herewith was recently invented and patented in England by P. N. Serts-



chansky of Odessa, Russia. Above the main chamber is a horizontal passage D, a cross section of which is rectangular, and its extremities are rounded.

One of the extremities is widened and prolonged, and through the same communication is established between the conduit and the chamber. The other extremity is open to the outer air. Within the chamber and the conduit is arranged a fan working in a cylindrical chamber B provided with an air inlet b' and an air outlet b''. At one extremity of the conduit, a hopper T is secured, tapering toward the bottom, and provided at the bottom with a sliding door. Upon the main chamber of the machine is carried, on a horizontal axis, a heavy flywheel connected by a driving belt to the pulley of the blower or fan.

The interior of the body of the machine is divided into four compartments, by walls. The grain is sorted according to its quality and impurity, by means of divisions k, k', k'', k''', provided at their extremities with openings having doors. The grain to be cleaned is placed into the hopper T, and, after the sliding door of the hopper has been opened, falls down the narrow extremity of the hopper. Through the conduit D a continuous and strong air current is passed by the fan, and this air current carries away with it all light foreign matter, such as chaff, dust and the like, while the hard and heavy bodies, such as stones, earth, sand and the like, fall into the compartment nearest to the hopper, and the heavy grains fall into the following division k'' and the light grains into the divisions k' and k, according to the specific weight of the grains.

There appears to be a fascination about wheat mixing and the selling of mixed grain as a straight article that some dealers are unable to resist. No sooner is the nuisance abated in one quarter than it breaks out somewhere else, affording many millers in their turn object lessons that cost hard-earned money and trouble besides.—Modern Miller.

## WHY WE SHOULD STAND UP FOR THE RIGHTS OF FELLOW DEALERS.

[Paper read at the Decatur meeting of the Illinois Grain Dealers' Association by H. N. Knight, of Monticello.]

It seems strange that it should be at all difficult to find reasons in support of this proposition, when none can be given against it. And yet I find some trouble in expressing them on paper, owing perhaps, to my limited experience in dealing with questions of this order.

However, the first reason that comes to my mind is because of the natural business relationship existing between men engaged in the same pursuits, whether in close competition with each other or not. In olden times competitors were looked upon as unspeakable enemies. But many have since learned that they elevate themselves by raising others—not by trying to run out, or trampling others down. We should have the most friendly feeling for our fellow grain dealers, because of the unseen bond of affinity that unites men of the same business or association together, even though they be strangers and under strange skies. We all realize this when we meet our fellow grain dealers and exchange views. But by staying at home and listening to our farmer friends, from adjoining towns, we are led to believe our neighbors are trying to take our business. It is by getting better acquainted that we will be able to cope with this misrepresentation of our fellow grain dealers.

The second reason that occurs to me is because it would lead to organization for mutual protection. In union there is strength, in division weakness. In this age of combinations, trusts, and great aggregations of capital, the questions of vital interest to any line of business can only be successfully determined by those in the same class joining hands and working as a unit. All industries that require large amounts of capital are organized, and are giving us their products for less money than when they were divided. By standing up for one another they are able to lessen their risks, which enables them to do business on less margins, and then by organizing they meet and exchange their views. None of us are perfect, we do not all think alike, nor do we arrive at the same conclusions, although leading in the same directions to a common end. A single thought is barren. We advance in knowledge of any subject by associating with those possessing the knowledge we want and by comparing our opinions with theirs new and higher thoughts are born.

A third reason is we must have our profits if we wish to succeed in business. As a rule the average grain dealer's capital is limited. Now it seems to me the best method to protect our profits is by a system or an understanding with our fellow grain dealers as to what is a fair profit. We must be honorable with one another, for honor is our greatest capital. No one ever succeeded by trying to defeat competition by dishonorable means. Why not have a fixed margin for handling the different grains that are offered us? It seems to me that to have a business as vast as the grain business and run it so loosely is very unbusiness like. Every man you sell to has his orders and bids you less his commission. Every house you consign to has its commission for the different grains, and they are published. They are not afraid to let you know they cannot handle your grain for nothing. And when I hear of a firm cutting their commissions I am very suspicious. Let us stand up for the very thing we are in business for—profits.

A fourth reason is to get rid of the unscrupulous dealers. They bid you more than the regular dealers to get your business. They put you off on your returns month after month, and slip in and buy a few cars on your track between times to show the farmer you do not offer them enough for their grain. Now there can be but one solution for this evil, and that is to unite and stand up for each other. Join the State Grain Dealers' Association and report this class of dealers and help to fight them to the bitter end.

The next reason I have in view is to protect our-



selves against the many red tape rules laid down by the railroad companies. Overcharges at terminals, delays in handling our grain, shortages and many other things that come up in everyday business that cannot be dealt with successfully single handed. I will recall a case you are all familiar with. No doubt you all had trouble with your Chicago weights before our association took the matter up. At that time we were shipping corn there. At Toledo and Detroit this corn was all weighed by the same man. Cars going to Toledo and Detroit overran our weights, and our Chicago stuff would go short. We made out a list of cars shipped in one month showing the above differences and sent it to our commission house, they made a fight for us. The only thing they could find out for us was that the cars had arrived in good order with the seals unbroken. They handed our list to a prominent paper for publication, and they refused to publish it. They handed it to another, and they published it, and the next day it came out in two other papers. I give this as an illustration, showing that try as we could we could accomplish nothing until we took it up through an organized body. The same things may be said about the railroad companies. They do not seem to have any regard for any business rule unless they choose to. For instance a stock shipper shipping a half dozen cars of stock is looked after and cared for more than a grain dealer shipping two or three hundred cars. All because the grain dealers' stock cannot be driven from one road to another. The company builds a shoot for the stock man and furnishes him an engine to move his cars with, also transportation. Now if the grain dealer wants a place to load his grain he must build it, and if he is compelled to build on their grounds he is forced to sign a lease that will shorten his life ten years. He never thinks of asking for an engine to move his cars, for if he gets the cars the company thinks it is bestowing a great favor. We had a little matter with a railroad company, and after an exhaustive correspondence one of the officials came to us. And his argument was that while we were right, we could not afford to fall out with the company, as we might want some cars in a busy time. Now what do you think of that kind of an argument from a prominent railroad official? He knew we could not afford to fight the company single handed. They hire their lawyers by the year, and seem to court trouble when they know it will not divert business from them. Take the car service, they seem to think they are bestowing such a favor to let you have a car in a busy time, and see who is really favored. You all know. It has been truly said that no class of men handle as much money and keep so little of it as the grain dealer. The bulk of it is divided between the railroad company and the consumer, very often the company getting the biggest end. Now these reasons, roughly stated, have all occurred to you. And I think you will agree with me that we must stand up for our fellow grain dealers, if we wish to place ourselves where we ought to stand.

"Never touched me," the Iowa Development Co. might say, regarding the decision of the Interstate Commerce Commission that the Great Western road was violating the law by handling grain through it. The Development Co.'s business is said to be the same as before.

The interior speculator who invests his money in alleged "syndicates" in large cities for the purchasing of grain, stock, etc., might as well keep his money, for he will probably never hear from it again; better devote it to relieving the suffering poor in his neighborhood, and he will obtain future credit for it in a realm where there are no swindling schemes.—Trade Bulletin, Chicago.

At a meeting recently held at Fergus Falls, Minn., where were 40 members of the Minnesota Legislature, resolutions were adopted demanding cheaper freight rates. It was the opinion of those present that Minnesota was paying exorbitant rates compared with those of Iowa and Wisconsin. A distance tariff for all commodities is wanted, and further meetings will be held to ask the Legislature to enact a law to this effect.

## A PNEUMATIC GRAIN TRANSFER ELEVATOR.

The United States has long been the home of all progress in the line of new mechanical devices and methods for handling grain, but it seems that Great Britain and Europe is to take the lead in the practical utilization of air for transferring grain. Pneumatic machines were invented and used in the transferring of grain at Buffalo nearly twenty years ago, and the designer, Lyman Smith, has taken out a number of valuable patents since, but nowhere in this country is air being used to transfer grain.

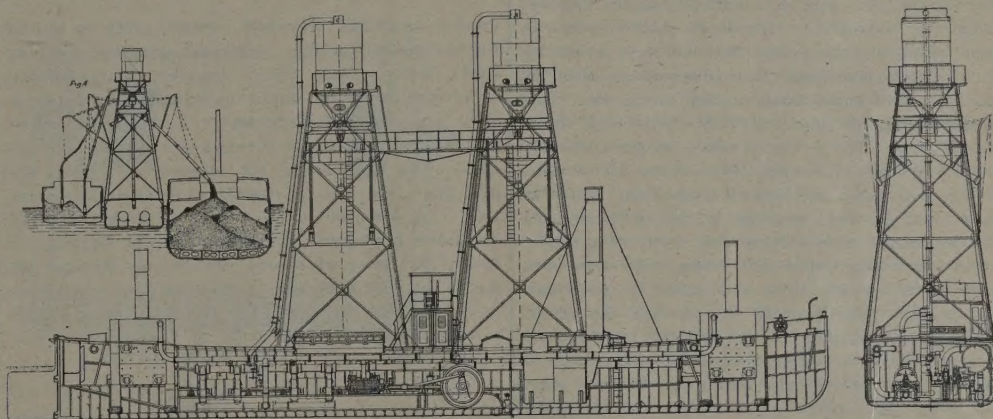
At one or two places in London, however, air is being used very successfully in transferring grain, and the pneumatic floating elevator illustrated herewith has been put to work on the Danube River.

Many of the districts through which the River Danube and its numerous and important tributaries flow produce some of the best grain in the world, and the exportation of wheat, maize, barley, oats and rye has increased greatly during the last few years. Barges and large iron lighters convey these commodities great distances to the up-river ports of Ibraila, Galatz, Ismail, etc., and also in a lesser degree to the ocean port of Sulina, situated on one of the mouths of the river.

"As a general rule, the steamers loading at any of the river ports take in a full cargo," says Engineering of London, "and then lighten down im-

elevators, which is called the 'Principele Carol.' The vessel is built entirely of steel, and is 130 feet long by 22 feet beam by 11 feet deep. The machinery consists of two multitubular marine type boilers 9 feet 6 inches diameter by 10 feet long, and each boiler has two furnaces of 2 feet 4½ inches diameter. The pneumatic engines are of the horizontal type, having a high pressure cylinder 22 inches diameter and a low pressure of 42 inches diameter. The stroke is 4 feet. There are four air cylinders, each 38 inches in diameter, and the engine will develop 470 indicated horse power.

"The air is exhausted by the pneumatic engine from two large steel tanks or receivers placed at 30 feet centers amidships of the vessel, and carried on steel towers, as shown. The extreme height of these structures is 61 feet above the water level, and is sufficient to allow of the grain running by gravity through the shoots into the largest ocean vessel. The suction pipes through which the grain is lifted from the barges into the receivers, can be attached on either the port or starboard side. The grain when lifted falls to the bottom of the receivers, and the air is separated and drawn off from the top. The grain passes from the receivers through suitable ports into turn-over boxes, which are entirely automatic in their action. These boxes are divided into two air-tight sections, and oscillate on pivots, so that one side is being filled with grain as the other is discharging its load, the weight of the grain on



A PNEUMATIC GRAIN TRANSFER ELEVATOR.

mediately before leaving to suit the state of the river, which varies day by day. The cargo taken out of the steamer is placed in barges, and towed down the river to Sulina, where it is finally placed on board the steamer. It follows that there is a considerable quantity of grain to be handled twice over, in addition to that actually exported. The work of loading and lightening the steamers has, until recently, been carried out by hand labor, sacks being half filled with grain by hand, and then laboriously carried up ladders, and the contents shot into the holds. An attempt was made some years ago to provide mechanical means for dealing with these large quantities of grain by means of self-acting buckets, but this system was open to objection in the special circumstances under which work has to be carried on in a river having a rapid current. There was considerable risk of damage to the barges and lighters by the buckets, and a great deal of filling by hand and cleaning up was necessary. Bucket elevators were also open to the same objections. There was needed machinery which would be practically independent of hand labor, and which could also deal with every particle of grain without necessitating costly and tedious shoveling and sweeping up. Mr. Duckham's system of pneumatic lifting and conveying grain fully met all these requirements, as the flexible pipes through which the grain is lifted can be led in any direction, either vertical or horizontal, and at any angle, so that by merely moving the pipes to and fro a barge may be completely cleared without requiring any labor beyond the men who are in attendance to raise, lower, and swing the pipes.

"In 1894 a company was formed for the purpose of purchasing these pneumatic elevators, and working them on the Danube. We illustrate the first of these

one side or the other giving the necessary see-saw movement to the apparatus. The grain then falls onto iron trays resting on pivots fore and aft, so that it can be delivered down the incline given to the trays on whichever side may be desired. The exhaust air, after leaving the pneumatic cylinders, is delivered into quieting chambers placed at the extreme ends of the boat, and thence escapes without noise into the atmosphere. The elevator will transfer 140 tons per hour at a very low cost, the captain, with four deck hands, an engineer, and fireman, forming the crew. The pipes and shoots are manipulated by cranes attached to the towers, and they can be swung inboard when not in use. The grain is greatly improved by the aerating action of the air in the pipes, and this also has an extremely beneficial action by absorbing the moisture; the process acts as a preventive to any tendency to heating which freshly garnered grain might otherwise develop during its ocean voyage. These machines are made in sizes of from 10 tons capacity to 200 tons per hour, and are not only used for ordinary grain, but also for rice, and for the conveyance and storage of malt in breweries."

Did you ever see a circular issued by a bucket shop advising its customers to sell anything? And did you ever know a bucket shop to buy anything unless compelled to do so?—Trade Bulletin, Chicago.

The story comes from Chicago that J. J. Hill has gone into partnership with Armour on the new steel elevator to be built at Buffalo. The story is hardly worth denying. Mr. Hill is not building elevators at Buffalo for the benefit of Chicago grain men, or what is the same result, Chicago grain roads. Again his ideas of elevators are totally at variance with those of Mr. Armour.—Commercial Record, Duluth.



## THE STORAGE OF GRAIN.

[From a paper by Percy Wilson Britton, Assoc. M. Inst. C. E., read before the Institution of Civil Engineers, London, and awarded the Crampton prize.]

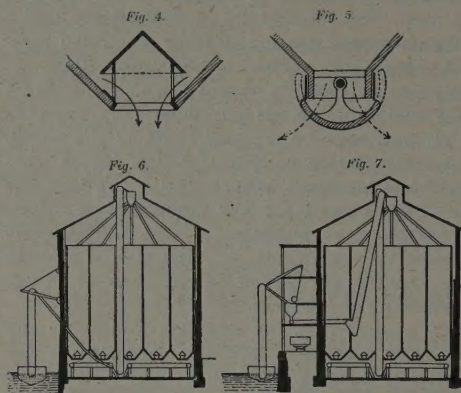
The general structure of an elevator has already been described. The top portion of the structure, the cupola, determines the height of the building, as the grain is elevated to a sufficient height to flow into garners or storage hoppers, the capacity of which is sufficient to ensure a constant supply to the weighing hoppers or receivers, which act intermittently, passing the grain through in given quantities, generally about two tons or three tons, to the distributing spouts or swivel shoots. Some American elevators are built with external walls of brick; but, as a rule, the whole structure is of wood and iron. In the United Kingdom such structures are not permitted without brick external walls. Unless an otherwise unnecessary thickness of walls is adopted, it is essential to either tie the whole structure well through, or, preferably, to make the bin framing entirely independent of the external shell.

The bins may be constructed of vertical studs with longitudinal and transverse ties and with sheathing or lining of grooved and tongued boarding; but in America, where lumber is plentiful, the system of cribwork is generally adopted, the sides of the bins being formed of horizontal layers of 2 inches by 6 inches spruce planks closely nailed together. Storage elevator bins are, in America, usually flat-bottomed and formed of 14-inch by 3-inch joists at about 9-inch centers, across which is laid 2-inch by 6-inch match boarding. Bins exceeding about 12 feet by 16 feet are rodded, or tied in by steel rods of between  $\frac{1}{4}$  inch and  $\frac{3}{8}$  inch in diameter at intervals of about 5 feet. The diameter of the rods was formerly increased toward the bottom of the bin; but the horizontal pressure is practically constant below about 15 feet from the top of the bin, in all bins the height of which exceeds twice the width. It was frequently found that larger rods were bent by the weight of the grain and pulled in the washers, while the smaller rods cut through the grain. In its vertical pressure, however, the cohesion of the grain tends to bridge across the space, and to relieve what would otherwise be an immense pressure over the whole floor area, concentrating the load upon the upright posts by which the bins are supported. The pressure upon the bottom is, however, enough in any case to cause great friction upon the outlet slides, which are necessarily of iron or steel. The author adopts a stout pyramidal sheet-metal screen over the outlet, Fig. 4, with openings on each side through which the grain can pass freely without excess of pressure upon the slide. The most effective outlet under direct pressure is the segmental slide, Fig. 5. The concentration of load upon the posts or piers necessitates especial care in the construction of foundations, the more so as large elevators are nearly all built at the waterside on more or less yielding soil; and it is a common occurrence in America for a building to settle to the extent of several inches during the first few months after completion. The smallest inequality in settlement distorts all horizontal shafting, and, in this respect, the separate rope drives for the several legs are more readily adaptable to variation without disturbance.

The space occupied by various grains varies to a slight extent, not only for the different kinds, but in the same kind according to the conditions of storage; the height of the silos, for instance, naturally affecting the degree of compression of the grain. The average American practice is to allow  $1\frac{1}{4}$  cubic feet per bushel, or 10 cubic feet per quarter (8 bushels). Conversely, the number of bushels contained in the bins—cubic contents in feet $\times$ 0.8. In the Liverpool silos the allowance is 11.7 cubic feet per quarter=1.46 cubic feet per bushel; while the author adopts for maize the allowance of 12 cubic feet per quarter=1.5 cubic feet per bushel; and in silos less than 40 feet in height he has found it to average over 13 cubic feet per quarter. This latter figure represents the standard basis of continental practice. It may be noted that the shrinkage of grain stored for any length of time varies considerably with different qualities,

The average of 38 varieties, from autumn to spring, gave a reduction of nearly 10 per cent.; while some wheats average only  $2\frac{1}{2}$  per cent. in three years, and Hungarian wheat in the same period underwent no appreciable variation.

Elevators are classified into those for storage, for terminal, transfer and marine work, and for cleaning. Many elevators include combinations of these types. Storage elevators are designed primarily for receiving large quantities of grain to be held for indefinite periods. They are, necessarily, fitted with all appliances for receiving, distributing and delivering the grain. There are also storage elevators



known as public elevators, where grain is stored for the general public. Terminal elevators combine these features with direct transfer, their essential requirements being rapid handling and shipping. They are generally up-houses, i. e., the ground floor is left open for sidings throughout, and for cartage space, the bins being all constructed above the first floor, which is frequently of fireproof construction. An elevator of this kind is fitted with all available appliances for lessening and simplifying labor. Transfer elevators require no storage capacity, or only sufficient to equalize daily variations in receipt and delivery, their function being simply to raise and deliver the grain in a consecutive pro-

Fig. 8.

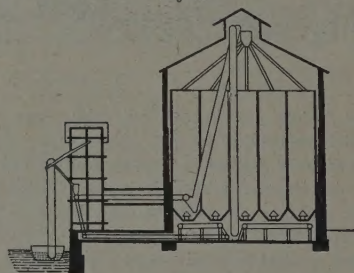
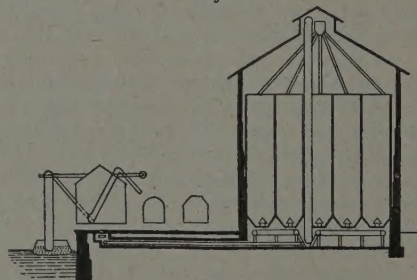


Fig. 9.



cess. Floating elevators are mounted on pontoons for transshipment between vessel and vessel or between vessel and land. In the marine elevator the chief feature of the transfer is the conveyance from the vessel to a building, requiring a sufficient provision of spouts and adjustable legs, so that the grain can be taken up from any depth inside the vessel's hold at varying states of the tide. Cleaning elevators are practically all up-houses, to facilitate the movement and transfer of the stock, but they have an extra floor for cleaning machinery. In this case the grain is elevated to the upper garners, passed through the cleaners to the lower garners and thence to the bins, being mixed or blended as required. The average cost of modern elevators, fully equipped (on the American basis of

construction), is about 30 cents per bushel, equivalent to about 10s. per quarter.

As previously remarked, the usual position of an elevator is at the waterside; but the precise location depends upon a variety of conditions, especially upon the arrangement of sidings, and on the general traffic on the quay. The simplest type is a building on the water's edge, Fig. 6, provided with ship legs delivering into the building itself. If the elevating machinery is contained in a projecting tower, Fig. 7, the main building itself can be set back so as to allow space for sidings in front; or the tower may be entirely independent, Fig. 8, and grain delivered onto a continuous band by which it can be conveyed over any sidings, roads, canals, or intermediate buildings to the granary itself. At the South Port elevator at New Orleans, a 30-inch conveyor belt, with a capacity of 10,000 bushels per hour, traverses a distance of 700 feet from the waterside to the granary. The conveyor, instead of bridging over the surface, may be underground, Figs. 8 and 9. The elevating machinery may similarly be mounted in a traveling carriage, forming a traveling elevator, and conveyed to the granary in a manner similar to the latter, Fig. 9; or the elevator may be so arranged as to deliver into railway trucks on the sidings. The details of these arrangements will be referred to later, under the head of "manipulation."

## MIXING WHEAT IN MISSOURI.

The elevator man who attempts to palm off a mixture of hard and soft wheat for wheat grown in any district on a miller is very likely to have his shipment refused and left on track subject to his order. At least he cannot expect to keep the trade of millers, for it is next to impossible to grind a mixture of hard and soft wheats so as to secure a large yield or a yield of good flour. Some millers may be a trifle slow in learning the cause of the trouble, but the most of them are sure to find it. Many of them could use the hard and soft wheats separately, but none can obtain satisfactory results by grinding them together.

The wheat is not to blame for all the kicks of the miller, in fact his poorly equipped mill and lack of knowledge of the proper way to treat different wheats are oftener the cause of his trouble than the quality of the wheat.

In a recent communication to the Modern Miller the Sweet Springs Milling Co. of Sweet Springs, Mo., writes: "Speaking of the sharp practice in grain mixing, one was brought to our notice a few days ago. A certain grain shipper is buying hard wheat in Kansas and Nebraska and is shipping it to his elevator, where it is mixed out with his local wheat and is sold on the reputation of Central Missouri wheat. It is sold to many Central Missouri mills, and we think none of them know of the deception, although they know something is wrong with their flour. This mixer is located at a point justly famed for its pure soft wheat, and no one for a moment would imagine that hard wheat could be had there at all. He is careful to ask for offers on No. 2 wheat, and says nothing of 'soft,' but leaves his location to you to infer that he will ship you 'soft' wheat. You can imagine his profits in this method."

It would appear from the miller's story that he has been imposed upon, and that the shipper will not receive any more orders from him. If the shipper is a regular grain dealer and expects to continue in the business he has adopted the wrong policy to merit or command success.

At a recent convention of business men at Winnipeg, Man., a resolution was adopted favoring the establishment of permanent grain standards.

The directorate of Russian railways says that grain stored in elevators and granaries loses 2 per cent. per year in weight. Experiment demonstrated that grain stored in elevators lost 3-7 per cent. the first month,  $\frac{1}{2}$  per cent. later months; in granaries  $\frac{1}{2}$  per cent. first month, 1-16 per cent. the following months. It would be interesting to know what grain was used in the experiments.



## GRAIN DEALERS' MEETING AT COUNCIL BLUFFS.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri will hold its annual meeting at the Grand Hotel, Council Bluffs, Iowa, Tuesday, March 23. The business meeting will be held at 3:00 o'clock p. m., and the election of officers at 7:30 p. m. A full report of what the Association has accomplished during the year will be made. All regular grain dealers are cordially invited to attend. Members of the Association are earnestly requested to be present to look after some important business.

G. A. STIBBENS, Secretary.

Coburg, Iowa.

## A BRITISH GRAIN MIXER AND CLEANER.

A new grain cleaner has recently been invented by George Twinn of Waltham Abbey, England, which The Miller says is a simple machine consisting of a perforated drum mounted in a suitable frame, and inclined at an angle. This drum is rotated, and receives its feed at the upper end. The grain under treatment gradually passes down to the lower end of the drum, and during its passage is freed from the larger and coarser impurities which drop through the perforations of the drum and fall into a worm beneath, by which they are conveyed away. On reaching the lower end of the drum the wheat drops into a shoot, which communicates with an air shaft, up which a current of air is passing. It is claimed that as the wheat comes into contact with the upward current of air its finer and lighter impurities that have remained through the passage down the drum are removed, so that the wheat continues its course through the shoot practically free from all foreign bodies. Mixing can be carried on simultaneously with the cleaning, a series of hoppers which deliver into the head of the drum being provided for this special purpose.

In the longitudinal section shown in the cut a is the drum consisting of a framing covered with gauze, a<sup>s</sup> are pins attached to the framing and projecting into the drum so as to rub against the grain passing down the drum. The drum is mounted on the inclined shaft, which is supported in plummer blocks at each end of the casing, in which the drum is mounted; e is the spiral conveyor arranged in the casing underneath the drum. The hoppers arranged at the front end of the casing are for introducing the grain into the drum, the hoppers opening into chambers h, h leading into a central tube i, which passes into the interior of the drum. A sliding cover or door J is provided, which is designed to regulate the feed of the grain into the central tube i when required.

The shoot k at the lower end of the drum is arranged to receive the grain from the drum. It divides one spout going to either side of the conveyor. At the upper end of the shoot are curved sheet metal plates for directing the flow of the grain into the shoot.

The fan n draws the air up through the airshaft m. The air is admitted to the shaft from shoot k through the opening o. It is admitted to k through opening p, which is provided with a flap q.

The conveyor shaft and the drum shaft are provided with pulleys and bands, as shown, and the rear end of the drum shaft is provided with a bevel wheel, which gears with a second bevel wheel, mounted on a shaft, at right angles to the drum shaft, and provided with pulleys. There are two outlets from the spiral conveyor and a door at the rear end of the casing. Grain is introduced into hoppers at the upper end of the casing and passes into chambers, from which it escapes through the tube into the drum which revolves. The grain introduced into the drum gradually passes down to the lower end of the same and during its passage rubs against the pins and is deprived of the larger and coarser portion of its dust and impurities, which drop through the perforations in the drum into the spiral conveyor, by which it is removed from the machine through the outlets. When the grain arrives at the rear end of the drum it drops down the shoot, and in its passage comes opposite the open-

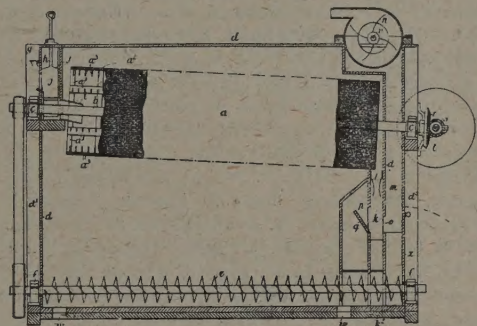
ings o and p, so that the upward current of air induced through the shoot into the air shaft by the fan separates the rest of the dust and impurities from the grain, which continues its passage down the shoot and passes down a branch shoot and through the outlets.

## WHY ALL REPUTABLE DEALERS SHOULD JOIN THIS ASSOCIATION.

[A paper by H. C. Mowry, Forsyth, a member of the Illinois Grain Dealers' Association.]

We live at a time when all honest men are expected to earn an honest livelihood by some honest occupation. The great progress that has been made in the accumulation of wealth and comfort during the nineteenth century is all the result of hard, honest labor. This productive labor is of many classes the largest class, being that which keeps all of the industries of the world alive and moving. I refer to the agriculturist.

The agriculturists, as a whole, are divided into many thousands minor or sub classes, the most important of which are the real tillers of the soil, who furnish the muscle, the machinery, and the live stock, without which all other branches would be useless. The next class, and the second in importance, is the one to which we belong. Our lot and place to earn a living has been cast with this class.



A BRITISH GRAIN MIXER AND CLEANER.

We furnish the capital, machinery and labor to collect and distribute to the markets of the world the products of the farms as received from the real farmer.

In the handling of grain we take all chances and all losses that occur on account of short weights, unfair inspection, carelessness of railroads, or failures of consignee. So that while the farmers have been poorly paid for the last few years, the local grain dealers, for the last thirty years, have worked, on an average, for less than nothing. It is a lamentable fact that of all the money that has been invested in elevators, machinery and cribs during the last thirty years the investors have never realized, on an average, 75 per cent. of their investments. Men enter the grain trade, prepare to do business, feel well to start with, but in a very few years find that it is not all gold that glitters, nor all profit in handling grain. This class, which is large, is made up of what has been known as the short lived grain dealers, but they have such respect for the business that they never withdraw their capital.

While organizations are the order of the times, and while nearly all industries, from the leading railroads and manufactories, down to the bootblacks, have prospered by their mutual association, yet, to-day we find the farmer and the grain merchants but poorly organized, while other industries cannot live without mutual assistance from each other. Many grain men, like bushwhackers, want to go it on their own hook. There was a time when the short-sighted farmers objected to our organization; had they consulted their own interest they would have bid us Godspeed, and would have organized themselves to assist us.

While the Almighty Maker has provided all things necessary for mankind, and for the lower order of animals, which he put under man's subjection, it requires all kinds of soil and climate to produce the thousands of different articles which are required over all the earth. As these articles are

raised in one section to be consumed in another there arises the necessity for the shipper and middleman. We are located in the great garden of the world, in God's grain fields, in the great state of Illinois, whose products would keep alive 15,000,000 people, while we have but 4,000,000 people to feed, so that the larger part of our products are transported and distributed among other nations of the earth. These facts should convince all thinking people that the grain dealers are a necessity, and that they should be paid for their labor and capital. Here let me ask, who is at fault that we are not paid, except the grain dealers themselves? In the past, grain dealers have seemed to take more delight, like the scorpion, in stinging themselves to death, than in the upbuilding of themselves and their business.

The legitimate duties of the local grain dealer are to collect and emerge the grain from the different farmers, and then to hunt for the best markets wherein to sell such grain, also to get it transported to such markets, and then to perform the most important duty of all, to see that he gets fair compensation for so doing. It is true that for the last few years the grain dealers have been both active and conservative, and have accomplished more for themselves and for their customers than in former years, and much of this is due to the influence of the Illinois Grain Dealers' Association. For many reasons there are men still doing business, who would have been out and gone like their predecessors had it not been for this Association. The Association has already done much, it is but the beginning of what it should, and of what it probably will do, if rightly managed in the future. To make our Association what it should be it will require that every dealer become an active and interested member, then and not till then shall we become the power that will be felt from the Pacific Ocean to the Mediterranean Sea. Then we shall be able, standing solidly together, to protect our weakest member from any unjust encroachments from any source whatever. Then railroad discriminations, unjust inspection, and the so-called irregular buyer will be things of the past, and the men who shall do the grain business will be the men who have character and credit, and who own their elevators, scales and cribs, and pay taxes in the community in which they live and do business.

The old adage, "In union there is strength," will apply to-day as at all former times. It requires all our states to make the American Union. In the 60's it required all of our army corps, brigades and regiments to make an invincible army; to-day it requires the united efforts of all the reputable grain dealers combined to place our organization on the solid basis that is required to collect and distribute the products of the great state of Illinois.

When fully organized, we shall then be able to command the respect of Railroad and Warehouse Commissioners, of Interstate Commerce Commissioners, of all the courts of the land, of our state legislators, and of the Congress of the United States. We shall be able to find better markets for our grain, and be able to reach all the markets of the world at much more reasonable freight rates than now. In fact, we shall be able to cope with all great obstacles that no single individual or company can cope with. Money will then be made in the grain trade, and the mutual benefit that will result will make mutual friends of the shipper and farmer. With everything to gain, and nothing to lose, every reputable dealer should become a member of this Association. To accomplish this great end, both time and money are required. In this generation, no one but loafers and tramps expects to get something for nothing. So with a long pull, and a strong pull, all together, we shall soon have our sails trimmed and glide over the sea of prosperity.

It seems that there are some country grain buyers who are not satisfied with the amount of money they can lose when conducting the business in the regular way and for a profit, so they indulge in overbidding now and then, just to relieve their overcrowded pocketbooks. Any boy with money can buy corn for a short time, but it takes a shrewd business man of experience to buy it and have his books show a profit at the end of the year.



## MEETING OF ILLINOIS GRAIN DEALERS' ASSOCIATION.

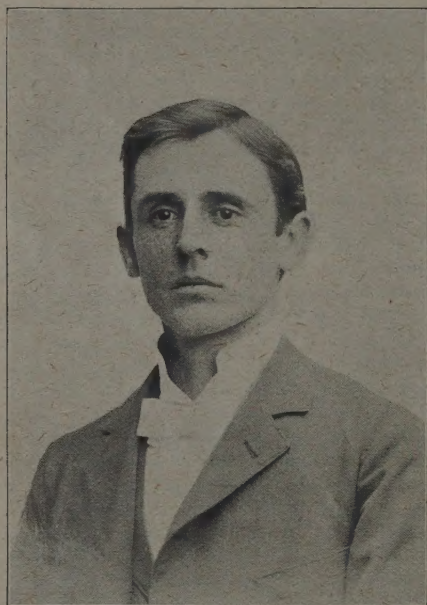
Pursuant to the call published in the last number of this journal the Illinois Grain Dealers' Association met at Decatur, Wednesday, March 10.

### MORNING SESSION.

Owing to the absence of President John Crocker, nominations were called for, and S. S. Tanner of Minier was nominated and elected temporary chairman of the meeting.

After thanking the members for the honor conferred, and making a few facetious remarks, he called on Secretary Tyler to state the object of the meeting.

Mr. Tyler explained that the object of all organizations was the suppression and extermination of evil and the correction of abuses. Our little organization has been plodding along, but it has not yet reached perfection. The direct object of this Association is to cultivate a friendly feeling among the regular grain dealers of Illinois. We want to get together and exchange ideas. We think we have a cure for buckers, and that is sociability. A kicker is all right, he does good sometimes, but God de-



CHAIRMAN S. S. TANNER, MINIER.

liver us from the bucker. There is no getting along with him, he wants all the business, and is opposed to any other one getting any business.

The Farmers' Friend (H. H. Carr), you all know him, is trying to convince the farmers that we are not their friends, and some of them think he handles their business for a quarter of a cent. We cannot handle grain honestly on that margin and continue in the business. The time will come when we can meet the farmers, show them our books, and convince them that no one can handle their grain on one-quarter or one-half of a cent and make a living, and they will refuse to patronize anyone making such promises.

Chairman Tanner said, you have heard the objects of this Association explained at length. You see it is a Christian organization for the extermination of buckers and scoopshovel men. The Vice-President is here, and he will please take the chair.

Vice-President E. R. Ulrich Jr. of Springfield took the chair and called on Mr. Chambers, Secretary of the Grain Dealers' National Association, to address the convention.

H. C. Mowry asked that committees be appointed first, if any were to be appointed.

B. S. Tyler moved that a committee be appointed to draft an amendment to the Illinois Landlord Lien Law to be presented at the afternoon session.

Mr. Wood said, we have twice succeeded in getting a bill through the lower house to repeal the present law, but it has always failed to secure favorable consideration in the Senate.

The motion was carried and the chairman appointed H. C. Mowry, Forsyth; Z. K. Wood, Pulaski, and Edwin F. Beggs, Ashland.

It was moved that a committee be appointed to draft an amendment to the Illinois Warehouse Law requiring all employees of the grain inspection department to be subjected to civil service rules. Carried.

The chairman appointed Lee Metcalf, Illiopolis; John Loyd, Springfield, and H. N. Knight, Monticello.

The convention then adjourned to 2 p. m.

### AFTERNOON SESSION.

The meeting was called to order at 2:30 p. m. by Vice-President Ulrich, who called S. S. Tanner of Minier to the chair. One hundred and thirty-three were present.

Secretary Tyler stated that he had a number of applications for presentation to the meeting, and being called upon explained that any regular dealer could join, and that the meeting could receive or reject as it saw fit. The names of the following firms who had applied for membership were then read: N. Eggleston, Gibson City; C. E. Shaw, Paris; H. Wendel, Forest; Graham & Leeds, Illiopolis; A. D. Derrough, Sidney; J. S. Cameron, Elliott; Bartlett, Kuhn & Co., Terre Haute, Ind.; Schwaner & Best, Palmer; Levi Johnston, Danvers; Orndorff & Culbertson, Delevan; Bassett & Co., Indianapolis, Ind.; L. Everingham & Co., Chicago; Jostis Bros., Macon, Ill.; F. Oberhelman & Bro., Sublette; J. C. Boyce, Mt. Zion; Johnston & Karr, Seymour; E. W. Briggs, Mansfield; Richardson & Co., Elliott; Baker & Cahills, Arthur; Bailey Bros. & Kearney, Ulrich; S. E. Bear, Bearsdale; Waverly Milling Co., Waverly; Keiser & Holmes Elevator Co., Gibson City; J. M. Robertson & Co., Mansfield; R. A. Mueller & Co. and B. P. Staley, Champaign; J. N. Keefer, Harritown; John E. Tjardes, Saybrook; Wiemer & Co. and J. R. Aston, Emden; C. Van Gergen & Co. and Samuel Mangas, Hartsburg; E. F. Verry, Armington; E. W. Marvel, Waynesville; Hall & Robinson, Kansas City and New Orleans; Noble Bros., Foosland; A. Sperling, Dewey; C. O. Martheny & Co., Springfield; G. S. Connard & Co., Elwin; Jordan Bros, Heyworth; C. A. Burks, Bennet; W. E. Kreider, Tonica; G. W. Townsend, Sidney; Britt & Darnell, Armington; John F. Barrett & Co., Chicago; E. M. Wayne, Delevan; Wilson & Chapman, Casner; O. A. Means & Co., Anchor; F. W. Obermeier, Kenney; Sale & Ward, Dewey; Willis Brinkerhoff, Redmon; Hight, McCoy & Co., Dalton City; The Harwood Co., Shelbyville.

It was moved that a committee be appointed to consider the applications, and the chairman appointed E. F. Norton of Talulla; F. M. Powell, Arthur, and F. C. Orton, Lincoln.

It was moved and carried that no publicity should be given to the applications rejected.

Edwin F. Beggs of the committee on amendment to the Landlord Lien Law reported as follows:

We would recommend that Article 31 of Chapter 80 of the revised statutes of Illinois be so amended to read as follows:

"This lien shall not be enforceable as against innocent purchasers of farm produce without a copy of lease shall have been filed and indexed with the County Clerk in which land is located, showing amount of rent due under the lease. Said lease to be filed within 30 days after execution of same, and recorder to receive a fee of 25 cents for indexing same.

We would further recommend that this be referred to the Executive Committee with power to act.

H. C. MOWRY, Chairman.

A member said, the amendment is all right for those dealers who live in the county seats, they can go to the records and obtain their information without any trouble, but it is of no benefit to the country dealers, who have no means of obtaining the records of the liens. If the amendment becomes a law the dealer must first see whether the tenant has paid his rent before buying the grain or paying the tenant any money. As it is the landlord must inform the grain dealer that the tenant has not paid his rent, or he cannot collect from the grain dealer, and thus compel the dealer to pay twice for his grain. If this amendment is passed it will cause

no end of trouble to the grain-dealer, except those who happen to live in the county seat.

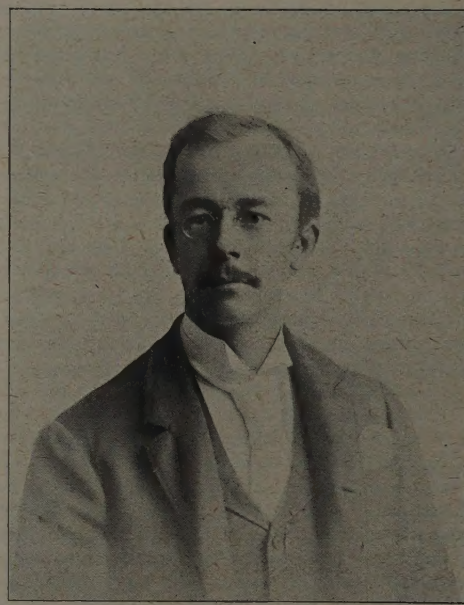
Mr. Wood explained that any grain dealer could secure a daily report from the county recorder of all liens for \$1.35 per month. If these lists are not made in all counties the recorder should be required to do so.

Mr. Mowry said they had looked over the ground thoroughly and the amendment would give the dealer the protection desired.

Mr. Ward—Mr. Chairman, in order to get this matter before the house I move that the committee's report be received and the resolutions be adopted.

Chairman—A motion has been made and seconded that the report of committee be received, and the committee be discharged. The question is open for discussion.

Mr. McFarlin of Des Moines was called upon to give his views upon the question, and to tell what had been done in Iowa in regard to the lien law. He said: We have the same trouble in Iowa that you have here, and we have been attempting to secure protection to the grain dealer. We got this question before the House of the Iowa Legislature, and before we knew it the House had rejected it.



VICE-PRESIDENT E. R. ULRICH JR., SPRINGFIELD.

It cost us considerable hard work to get the proposed amendment to the law reconsidered. We have secured its passage through the House, and have been assured that it will be passed by the Senate. I am interested in six counties, and I feel that I will be greatly protected by being able to send to the county seat and secure a list of the liens. It is well not to ask for too much, or the Legislature may grant nothing. Get a little at a time and it will come easier. A lien should have the same standing as a mortgage, then it will be unnecessary for the regular grain dealer to pay for grain a second time.

W. H. Suffern—It seems to me the law is all right the law alone. At present the grain buyer is always on his guard, and the proposed amendment would not be of any assistance to him.

W. B. Newbegin said that a decision of the Illinois Supreme Court relieved the grain dealer of all liability for rent to the landlord, and asked if anyone knew of a decision reversing this decision.

B. S. Tyler favored the resolution, and was decidedly in favor of united action, which must be taken promptly if anything was to be accomplished.

John R. Howell of Burrows said he was now being sued for pay for corn by a landlord whose tenant had sold it to him.

Action on the motion was deferred to permit the Committee on Applications to report. It reported favorably on all applicants. The report was adopted and the committee discharged.

A motion that the report of the Committee on



Amendment to the Landlord Lien Law be rejected was moved and seconded.

B. S. Tyler made a vigorous protest against such action, and was cheered for his remarks.

W. H. Suffern.—It seems to me the law is all right as it stands. The amendment, as I see, only gives the landlord one more hold on the grain buyer. I move that the report of the committee be rejected. Seconded.

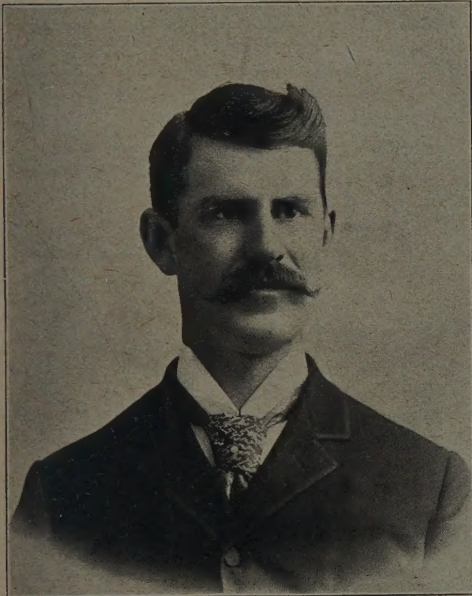
F. M. Pratt—I have had several cases under the present law, and have won out in all of them. Each was taken to the Supreme Court.

Mr. Mowry supported the resolution, and said: Mr. Pratt is a member of a rich company, and can afford to carry suits to the Supreme Court. All of us cannot do this.

After a heated debate the motion to reject the report was carried by a vote of 58 for to 11 against.

J. E. Hutchison of Waverly moved the adoption of the following resolution:

Resolved, That the Chairman appoint a committee of three to prepare an amendment to the Landlord Lien Laws to be presented to the present legislature that will provide that the landlord cannot collect money paid his tenant for grain unless said landlord has served written notice on the person buying such grain.



H. N. KNIGHT, MONTICELLO.

The resolution was adopted after debate, and the Chairman appointed J. E. Hutchison of Waverly, H. C. Hall of Paxton, and F. M. Pratt of Decatur on that committee.

F. M. Pratt raised some objection, but the Chairman told him that like the stuttering traveler, he was too late. The story about the traveler being called for was given to the amusement of all.

W. H. Chambers, Secretary of the Grain Dealers' National Association, was called for and addressed the meeting at length. He said:

Mr. Chairman and Gentlemen of the Association: I must confess that it gives me great satisfaction to come here and meet with you all, to find you in such large numbers, and to see that you are so earnest in this work, which is purely for your benefit. I cannot conceive of anything that will benefit the grain dealers of this country more than the closest and most harmonious organization. The conditions of this territory I am not entirely conversant with, but I can speak from my grain experience in Missouri, Iowa, Kansas and Nebraska. The conditions which existed there prior to 1887 were ones in which was no business competition, it was simply go out and take the grain at 5 cents a bushel and pay 10 cents rebate. Now the dealer must be satisfied with a margin of from 2 to 3 cents. There was a gradual decline in margin until 1890, when it was 2 to 2½ cents, and now we are satisfied with almost anything we can get. After the failures of 1894 in the western states, the grain men commenced to get together. As a result of the diminishing profits it has been necessary for the grain men to organize. Through my efforts the Southwestern Iowa Association has been organized with a membership of 113. The work of that Association has been of much benefit to its members.

Seeing the impossibility of the State Association

being able to secure the reforms needed the Grain Dealers' National Association was formed, largely through the efforts of myself and the Mr. Charles S. Clark, of the "American Elevator and Grain Trade." A call was issued through that paper, and on Nov. 9, 1896, at Chicago, the Association was organized. Seventy to 100 dealers from territory extending from Omaha to Lima, Ohio, were present. The matter of organization was thoroughly discussed, and the question arose whether the Association was to be a representative body, composed of delegates from the different local and state associations, or purely an individual association. As a result of much discussion it was finally decided that the National Association should be composed of grain dealers in their individual capacity.

The object of the National is to carry on the work on a larger scale than the state associations. The latter must naturally deal with questions arising within the territory of the association, but the National takes up the work where the others leave off. The National Association was organized with about 75 members, and now has a membership of over 125, representing over 400 elevators. When the dealers realize the importance of the work the National is doing they will not hesitate to join the Association. Railroads will listen to complaints that come from a National Association, where they will pay no attention to those coming from a small grain dealer, or even a State Association. The officials of the roads I have gone to with complaints have never refused to listen to me as the Secretary of the National, and in most cases I have succeeded in getting the abuses corrected.

I can only give you an idea, or in a small way show you the work of the National and of its success, because the committees and directors have not finished their work, and it cannot be made public as yet. You, in your local Association, have seen what has been accomplished in the past in the way of correcting shortages in Chicago. It was largely through the efforts of your Association. I take credit with Mr. Clark in being responsible for the organization of the Kansas Association. It is doing a good work. An organization of the grain dealers of Northern Indiana is about to be effected. In order to give the National any power and prestige the membership must be increased with members from all parts of the country.

I cannot see why you have opposed the amendment to the Landlord's Lien Law. I have been through the mill and know what it is, and understand exactly the position you have taken. We had the same trouble in Iowa. We tried to have an amendment passed requiring landlords to have their leases recorded or indexed before they could be enforced against an innocent purchaser of grain. This was not successful, but we had a law passed requiring the landlord to give notice to the grain dealer or the latter would not be liable for the value of the grain.

In order to accomplish any lasting reforms and to protect the grain dealers it will be necessary to organize, and all of you should join the National Association.

E. S. Greenleaf of Jacksonville, one of the directors of the National Grain Dealers' Association, informed the chair that a meeting of the directors of the National Association had been held, there being a quorum present, and they had passed a resolution allowing the members of the Illinois Association to join the National for a fee of \$5, being one-half of the usual fee.

H. N. Knight offered a resolution indorsing the work of the National Association, and recommending that all members of the State Association join the National.

The resolution was amended and altered by Baxter and Tyler to read as follows:

Resolved, That we endorse the work of the Grain Dealers' National Association, and that we extend to it our hearty cooperation and recommend that the members of the Illinois Grain Dealers' Association join the Grain Dealers' National Association, provided the membership fee be made \$5 instead of \$10.

In this form the resolution was adopted unanimously.

Mr. Chambers promised to help the State Association in any work it found it was not able to handle.

Mr. Tyler thanked the Grain Dealers' National Association and hoped that all would join.

The Chairman then read an invitation from O. B. Gorin, President of the Decatur Club inviting all members of the Illinois Grain Dealers' Association to visit the club rooms of the Decatur Club.

Mr. Ulrich Jr. presented the following resolution regarding the state taking charge of the weighing of grain at grain centers:

On account of the trouble in the past on account of short weight in Chicago and East St. Louis, I

move that a committee be appointed to look into the present law, which I understand provides that the weighmen in the state of Illinois be appointed by the State Railroad and Warehouse Commissioners instead of by the Board of Trade.

The resolution was carried without debate.

Upon motion it was reconsidered and an amendment was moved by Mr. Tyler to the effect that the first sentence be omitted.

E. S. Greenleaf objected to censuring Chicago people, as they had tried to remedy the shortages at that place.

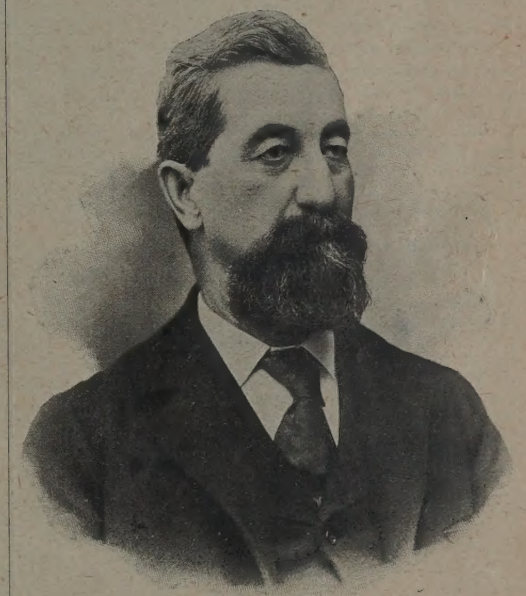
E. M. Wayne complained of shortages in Chicago, and thought the resolution as read was all right.

Mr. Hutchison moved a substitute, which was adopted. It is as follows:

Resolved, That it is the sense of this meeting that the laws of the state relating to weighing are adequate, and that a committee of five be appointed by the Chairman to investigate whether or not the law is being complied with, and insist on the enforcement of existing laws.

The substitute was adopted and the Chairman appointed J. T. Walker of Moweaqua, J. E. Hutchison of Waverly, E. R. Ulrich Jr. of Springfield, W. B. Newbegin of Blue Mound, and E. M. Wayne of Delevan as the committee.

Landlord Lien Law amendment, reported the fol-



E. S. GREENLEAF, JACKSONVILLE.

Landlord Lien Law amendment reported the following resolution:

Resolved, That a committee of three be appointed by the Chairman, whose duty it shall be to prepare an amendment to submit to the present State Legislature providing for the amendment of the present Landlord's Lien Law so as to provide that landlords cannot collect money paid his tenant for grain or other farm products unless said landlord shall have served written notice on the person buying such grain or product previous to the time of payment.

Resolved, That the committee so appointed be empowered to employ an attorney at an expense of not more than \$50 to prepare such amendment.

Resolved, That the committee aforesaid be requested to arrange for the introduction of said amendment in the present session of the State Legislature, and that a notice and copy of such amendment be immediately placed in the possession of the Secretary of this Association, and that he have copies printed and sent to all grain dealers in the state with a request that they urge their members of the House and Senate to work for the passage of such amendment.

Resolved, That the committee so appointed may, in their discretion, investigate the probability of such an amendment passing and if it seems desirable, let the matter go over to next session, and report their action to the next meeting of this Association.

J. E. HUTCHISON,  
F. M. PRATT,  
H. C. HALL,  
Committee.

B. S. Tyler moved the following as a substitute: Moved that the President appoint a committee of three, whose duty it shall be to notify a reputable grain dealer in each of the senatorial districts in the state, and in said notice to each of the dealers



request that he write a letter to each representative and state senator in his district, urging him to do all he can in securing an amendment to the Landlord's Lien Law, which amendment shall require that a lease shall be an instrument of record, in the township where the land so leased is situated that the buyer of grain may know from said record his liability to the landlord, and that the grain buyer request a reply to his letter from said representatives and senators, and that he forward said letters to this committee.

Mr. Hutchison's resolution was adopted, and the Chairman appointed as that committee H. C. Moyry, Forsyth; J. E. Hutchison, Waverly, and H. C. Hall, Paxton.

Mr. Tyler presented some correspondence regarding H. H. Carr & Co., whose posters were exhibited, and read a letter from L. Everingham & Co., to the Chicago Evening Post regarding the advertisements in that paper of H. H. Carr & Co.

The meeting then adjourned to 7:30 p. m.

#### EVENING SESSION.

Chairman Tanner called the meeting to order and explained that there were a number of papers to be read, and some miscellaneous business, and speakers must necessarily confine themselves to the question and make their addresses short.

The papers of Greenleaf, Knight and Baxter were called for, but they being out on committee work, Mr. Tanner's address was called for.

Mr. Tanner made a very happy address on Snaps and Special Offers, and kept his hearers laughing. He said: I have been in the trade ten years, and when I started, like other young men, I was determined to revolutionize the faulty practices of the firm and get rich quick. I kept on the lookout for snaps and got them. A corner in corn was started and I was let in on the ground floor. The loss was heavy, and the scratches of the Bears are still visible.

Another experience was with a receiver who made a specialty of handling oats. He was the whole thing. A number of shipments were made in the summer of 1893, and after repeated drafts New York exchange was sent in part payment. As I wanted Chicago exchange (New York exchange being at a premium of \$20 a thousand) the New York draft was returned. After a couple of weeks the panicky feeling had somewhat subsided, and Chicago exchange was sent in settlement, a commission of one cent a bushel being charged. I wrote to the St. Louis firm for an explanation of the extortionate charge, and was told that they could not afford to take the great risks during such panicky times. I immediately wrote for an explanation as to who was taking the risks. We now ship all our oats to the old reliable receiver, who makes no great promises, and does better by us than the snap catchers.

We also had an experience with a firm who made a specialty of supplying wheat to millers, and always secured top market prices. We were not content with the old receiver who had promised nothing unusual and done very well for us for years, so we tried the tip top price getter. The milling company got the wheat and soon failed. We got nothing or next to it. When anyone offers us a snap, our ire immediately rises. We want none of them. We propose to stick by the regular receiver, who charges a legitimate commission and promises no snaps.

A. E. Curtis was called for and proposed a method of stopping bribery by punishing those who give bribes; the acceptors of bribes to be free from all blame. Mr. Curtis could not restrain his desire to discuss the financial question, so sat down rather than have the chairman sit on him.

T. P. Baxter of Taylorville read a paper on Peace and Harmony, which is published elsewhere in this number.

H. N. Knight of Monticello read a paper on "Reasons Why We Should Stand Up for the Rights of Our Fellow Grain Dealers," which is published in this number.

J. A. Montgomery of Macon spoke on the possibilities of the Association, its work and its membership. He said: We resolve and go home, and then wonder why we do not accomplish what we aim at. When William the Conqueror made up his mind that he wanted England, he organized an army and went after it. We pay our Secretary the munificent sum of \$100 a year. We can't expect much for that sum. We must get a man out after members. As an experiment, we made arrangements with Mr. Mowry to spend one month traveling in the interests of the Association to secure new mem-

bers, but sickness has prevented his carrying out the plan. When we have a large membership we must push the work of advancing the interests of members. As our chairman has told a number of entertaining stuttering stories this afternoon, I beg that you will tolerate one from me in closing. Mr. Montgomery told a very good story about a gentleman who had a little hesitancy in his speech, and attended a Sunday school gathering with the hesitancy.

Mr. Chambers spoke in detail regarding the work attained, and the results sought at length. He was given close attention.

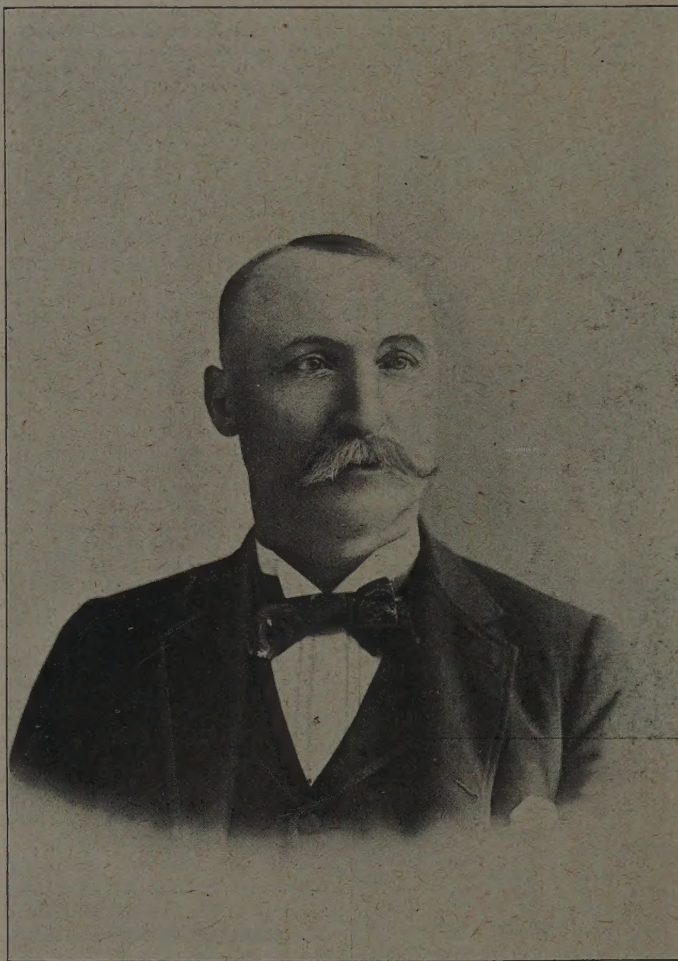
Mr. Ritchie spoke on the advantages of overcoming unreasonable competition by friendliness, and pointed out the disadvantages of trying to overcome competition by overbidding and attempting to drive the competitors out of business.

Mr. W. H. Suffern said, I believe the worst evils needing remedying are the shortages and dockages.

them kindly, and by offering to ship it for them, if they did not see fit to accept the price bid. It does not pay to attempt to ride rough shod over your competitors or the farmers. It is better to handle one-half of the grain on a good margin than two-thirds of it for nothing. Try to cultivate a friendly feeling with your competitors at home and in neighboring towns. Go and see them. We buy grain on a reasonable margin. If we cannot handle the grain and make a little money we let the grain go to our competitors. The more we get together the more harmony exists among us, and the more we get out of the business.

Mr. Tanner gave accounts of some very interesting experiences with scoopshovel men, and told of effective methods of dealing with them, which he had found successful.

J. E. Hutchison of Waverly gave a very interesting account of some of his experiences with the transient shippers and overbidders.



THEO. P. BAXTER, TAYLORVILLE.

We have suffered severely at Newport News and at Henderson, Ky., and I would like to know if any others have complaints to make against their treatment at these points.

E. M. Wayne of Delevan said, I have shipped to Louisville and Henderson, and all was satisfactory until this winter. Not being able to make a settlement of differences by mail I made a trip to Evansville, and found that there was no official inspection at that point, the grain being graded by the buyers. They docked me three cents for grain not being up to grade. The principal thing I came to this meeting for was to find a remedy for the scoopshovel men. We are troubled a great deal, and I would like to know what can be done.

F. M. Cutler, Carthage: While we are looking for methods to stop the operations of the scoopshovel men, it will be well to take some steps to stop the sending of bids by track dealers and irresponsible commission men to persons not regularly engaged in the grain business.

A. E. Ward of Dewey said he had induced the farmers to stop shipping their grain by treating

A number of others recited their experiences, and the convention then adjourned.

#### CONVENTION NOTES.

Over 150 were present.

The "American Elevator and Grain Trade" was represented by Charles S. Clark.

The time was well improved. The proceedings were not permitted to lag at any time.

Fifty-three new members were admitted to membership. How the Association does grow.

Mr. Montgomery of the Union Iron Works was the only machinery man who put in appearance.

The hall with its perfect appointments and committee rooms adjoining proved an ideal meeting place.

The feeling of friendly fellowship among Illinois dealers was advanced more than at any preceding meeting.

The short, spicily stuttering stories and the witty remarks of the chairman kept those present in good spirits, and made all feel easy and free to ex-



press themselves except Secretary Tyler, who used a slow freight line at first.

The Association's friends worked hard to strengthen its membership and succeeded remarkably well.

The Board of Directors of the Grain Dealers' National Association held a meeting during one of the recesses.

The cigars and punch presented with the compliments of the Decatur grain dealers was only one feature of their hospitality.

There were 133 in the room at the opening of the afternoon session. Three committees were out, and a number came in afterward.

Although the evening session was not as well attended as the others all those present took an active interest and made it very instructive and enjoyable.

M. McFarlin and Secretary Chambers of the Grain Dealers' National Association, were present from Iowa, the only dealers from outside the state.

It was a beautiful, bright, clear day, but the roads were so very bad the farmers could not haul grain to market, so the regular grain dealer easily got a day off.

The next meeting will be the regular annual meeting at Decatur, the second Tuesday in June. The attendance will be the largest ever had at a meeting of grain dealers.

The badges representing golden ears of corn presented to attendants with the compliments of the "American Elevator and Grain Trade," were admired and sought by all.

Among the grain commission men present were P. E. Miles, of P. B. & C. C. Miles, Peoria; J. W. Radford, representing Pope & Lewis; E. F. Rosenbaum and J. G. Smythe, of Rosenbaum Bros., Chicago; C. H. Clark, representing Hall & Robinson; T. C. Harney, representing Bartlett, Kuhn & Co.; E. A. Curtis, representing John F. Barrett & Co.; D. H. Winans, representing C. B. Congdon & Co.; Geo. B. Dewey, representing Milmine, Bodman & Co.; Harry Hunter, representing Redmond Cleary Commission Co., and Jim Parrott, representing and E. F. Catlin of the Brimson-Judd Grain Co.

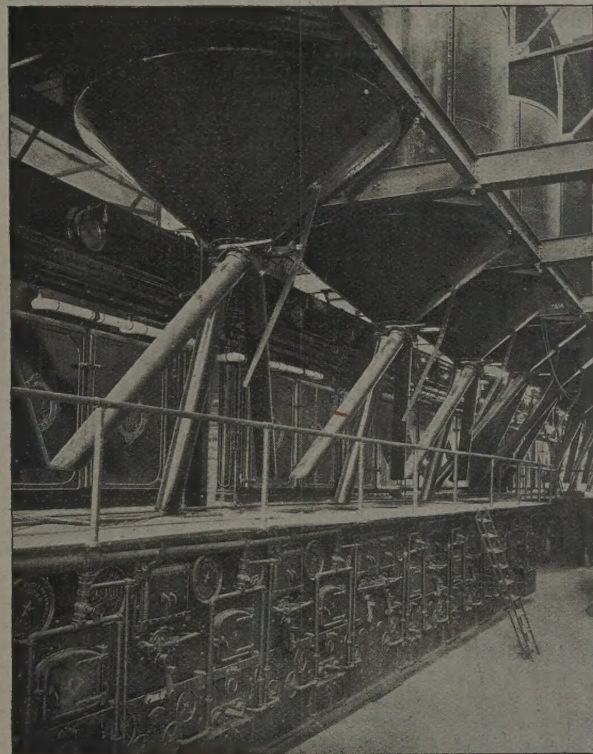
Among the Illinois dealers present were C. F. Austin, Tonica; E. Beggs, Ashland; C. J. Beggs, Arcola; Chas. Barrow, Elliott; S. H. Baker, Arthur; C. A. Burks, Bement; J. F. Beall, Niantic; W. Buehrig, Minier; S. E. Bear, Bearsdale; T. P. Baxter, Taylorville; W. L. and R. E. Bailey, Ulrich; Boody Elevator Co., Boody; Wm. Brinkerhoff, Redmon; T. A. Bone, Decatur; H. I. Baldwin, Decatur; F. M. Cutler, Carthage; P. J. Costello, Argenta; C. D. Cole, Dalton City; J. S. Cameron, Elliott; N. Davis, Decatur; Arthur and W. L. Dumont, Decatur; F. L. Evans, Decatur; C. H. Faith, Warrensburg; Fallon & Leffens, Ivesdale; E. S. Greenleaf, Jacksonville; J. E. Hutchison, Waverly; J. R. Howell, Burrowsville; D. N. Harwood, Shelbyville; H. C. Hall, Paxton; C. Holcomb, Oakley; Mr. Hill, Blue Mound; Ross Hockaday, Oreama; H. N. Knight, Monticello; Jas. Kitchen, Mattoon; T. C. Kearney, Ulrich; Jas. Karr, Seymour; E. C. Kreider, Jacksonville; Mr. Lloyd, Springfield; H. C. Mowry, Forsyth; B. Miller, Hull; J. R. Martin, Allenville; D. A. Mueller, Champaign; Lee Metcalf, Illinois; J. A. Montgomery, Macon; F. E. McCoy, Dalton City; J. D. McClean, Arcola; A. B. Means, Anchor; C. N. Mullin, Seymour; E. F. Norton, Talulla; Wm. and Henry Noble, Foosland; H. S. Nichols, Sadorus; W. B. Newbegin, Blue Mound; S. S. Neiman, Warrensburg; F. Oberhelman, Sublette; F. C. Orton, Lincoln; T. S. Paugh, Lodge; F. M. Pratt, Decatur; F. M. Powell, Arthur; N. S. Richardson, Elliott; H. B. Rowe, Mt. Pulaski; Wm. Ritchie, Warrensburg; Thos. Ryan, Lincoln; O. F. and Augustus Rudy, Paris; H. C. Suttle, Kinney; C. E. Shaw, Paris; A. Sperling, Dewey; John W. Spellman, Lincoln; W. H. Suffern, Decatur; D. S. Shellabarger, Decatur; S. S. Tanner, Minier; B. F. Tucker, Morton; John E. Tjardes, Saybrook; J. M. Tohill, Casner; B. S. Tyler, Decatur; F. M. Powell, Arthur; E. R. Ulrich Jr., Springfield; John Van Grundy, Macon;

E. M. Wayne, Delevan; F. S. Wellepp, Cisco; A. E. Ward, Dewey; B. T. Watson, Chesterville; J. T. Walker, Moweaqua; John Wiemer, Emden; J. S. Wiley, Decatur.

### APPARATUS FOR HANDLING COAL AND ASHES IN BOILER ROOM.

The handling of coal and ashes by mechanical means is now regarded as essential in all well designed boiler houses. The power station not so equipped is easily recognized by its unmitigated dirtiness and by the large item on the expense account for shoveling coal and carrying away the ashes.

In the Hawthorne Avenue Power House of the North Chicago Street Railway Co., Chicago, the coal is delivered by wagons to coal storage space beneath the sidewalk. From here it is drawn as needed into a conveyor discharging into an elevator at the end of the room, which, in turn, delivers the coal into a horizontal conveyor running over the cylindri-



APPARATUS FOR HANDLING COAL AND ASHES IN BOILER ROOM.

cal coal tanks shown in the cut, which is a view of a portion of the boiler room. Each tank, of which there are ten, holds twenty-five tons. The capacity of the machinery is 40 tons of nut coal per hour.

The ashes are drawn through discharge gates, from hoppers in the basement under the boilers, into a tilting car, and run over track to either end of room where link belt elevators raise same to storage pockets at the ends of building, from whence they are drawn finally to wagons or scow and carried away.

This machinery was designed and installed by the Link-Belt Machinery Co. of Chicago, whose many devices for the rapid and economical handling of all classes of freight, grain, raw and manufactured products and for the transmission of power are so widely employed in this country. It will be pleased to mail its latest catalogues to those interested.

There is said to be 200,000 bushels of corn cribbed at Tuscola, Ill., and 1,500,000 in Douglas County, most of which is held for a rise in the market.

Not many years ago cotton seeds were regarded as a nuisance, or at least waste material. Now, means having been found to press the oil out of them, the cottonseed oil trade employs about \$40,000,000 of capital and makes the seed crop worth a third as much as the lint crop.

### DOTS . AND . DASHES

Iowa grain dealers will meet at Council Bluffs March 23.

Every regular grain dealer of Kansas should attend the meeting of the state association at Topeka March 17.

The bill providing for civil service in the state grain inspection department of Minnesota has been favorably reported upon by a committee of the House.

Grain received at Montreal during the past season amounted to 22,757,336 bushels, against 9,687,222 bushels in 1895; the exports were 19,042,811 bushels, against 7,048,334 bushels in 1895.

The Grain and Warehouse Commission of the Minnesota House of Representatives has voted to indefinitely postpone action on the Virgin bill, which provided for taxing grain in elevators.

In the fall and winter of 1894-95 farmers of Smith and other counties in that section of Kansas were furnished grain by the state, the county being re-

sponsible. The farmers are so slow in paying their notes that the counties are said to be stuck for about \$50,000.

Five men and a woman were arrested at Louisville, Ky., recently, by a Southern Railway detective, on the charge of stealing from cars. The gang confined itself chiefly to breaking seals and robbing wheat cars. They disguised themselves as farmers and took the grain to local mills and disposed of it at market price.

J. T. Spangler, grain dealer of Walnut, Iowa, made a lucky find recently while putting some new machinery in his elevator. One of the bins had been changed from a flat to a hopper bottom some years ago. It must have leaked a little, for there were about 300 bushels of good wheat between the linings of the bin. It was just like finding \$200.

Those who have been prosecuting the crusade here against bucket-shopping are delighted to see New York and St. Louis following the Chicago lead. The governors of the New York Stock Exchange have at last awakened to the dangers from bucket shops, which menace honest trade, and have started a vigorous crusade. An organized movement of all the exchanges against the bucket shops is needed. The city as well as the national governments can also do much toward suppressing this evil.



# COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

## KANSAS RAILROAD LEGISLATION.

*Editor American Elevator and Grain Trade:*—I agree that the railroad companies should be required to provide elevator facilities for receiving and loading bulk grain, and to issue clean bills of lading, but it would be impossible to advance any new work on railroad legislation now as our session is drawing to a close. Some of us have been considerably disappointed in the railroad legislation this session.

Yours truly, L. P. KING,  
Chairman Railroad Committee.  
Topeka, Kan.

## SHIPPING AT TACOMA.

*Editor American Elevator and Grain Trade:*—According to the report of the harbor-master of the port of Tacoma, Wash., the ocean commerce of that port during February included the exportation of 1,215 bushels of wheat, valued at \$1,033; flour 22,420 barrels, valued at \$94,250. Inward registered tonnage was 37,144, inward cargoes 4,740 tons; outward registered tonnage, 39,528; outward cargoes, 46,470 tons. Deep sea arrivals 27, departures 31.

SAMUEL COLLYER,  
Secretary Chamber of Commerce.  
Tacoma, Wash.

## WILL NOT INVESTIGATE ELEVATOR POOL.

*Editor American Elevator and Grain Trade:*—There are men here who are offering to wager any sum of money that Lexow will never attempt to investigate the grain elevator trusts on account of the prominence of the leaders in the trusts.

These men here say that Platt owns Lexow and that Chauncey M. Depew is at peace with Platt. It is a fact that the New York Central elevators have for several years past elevated one-third of all grain received at Buffalo. These trusts are rich plums for Lexow, and easy to get at. But will Lexow reach for them? That is the question.

It is an easy matter to show that the amount collected since the elevator law was enacted reaches the fabulous amount of \$15,000,000.

CAPT. M. DE PUY.  
Buffalo, N. Y.

## CHANGE IN FIRM.

*Editor American Elevator and Grain Trade:*—I for one am glad to see the stand taken in your paper in regard to the Kansas Grain Dealers' Association seeking a remedy for short weights. I lost enough money in short weights on shipments of 27,000 bushels of wheat last fall to have paid all my running expenses. Four to 12 bushels per car of 60 to 80 cent wheat soon counts up. I hope to meet a goodly number of grain shippers at Topeka, Kan., March 17.

I have succeeded to the grain and coal business at Schroyer and Marysville, Kan., formerly conducted by Chas. A. Hammett and myself under the firm name of Hammett Bros. I inclose \$1 for subscription to the "American Elevator and Grain Trade."

Yours respectfully, L. H. HAMMETT.  
Schroyer, Kan.

## WILL ERECT STEEL ELEVATOR.

*Editor American Elevator and Grain Trade:*—We are inquiring into the different kinds of elevator construction, and hope soon to be able to decide definitely what style our 500,000-bushel house at this place will be. It may be similar to Coon & Churchill's steel tank elevator at Toledo, Ohio, if the people here will be satisfied with it. We are dependent upon a bonus of \$25,000 and exemption from taxation for 10 years, so the people must be satisfied to a certain extent. The one thing we are after is to have a strictly up-to-date house, which will be modern for some years to come, hence we intend to look thoroughly into the matter before deciding. We notice that a 2,500,000-bushel tank elevator is being erected at Buffalo, and also one of

like construction at Chicago. It is probable that we will adopt that style.

Yours truly,  
H. MOOERS & CO., Kingston, Ontario.

## ONE CAUSE FOR DECREASE OF COMMISSION FIRMS' BUSINESS.

*Editor American Elevator and Grain Trade:*—No doubt a number of the large commission houses in Chicago, St. Louis, Toledo, Detroit, Baltimore and other cities are wondering why it is that their business is not as good as it used to be, and why some of their old customers have quit doing business with them. We know of some commission merchants who have lost and are losing business on account of their accepting shipments or consignments from farmers and irregular dealers. There is nothing that will kill the business of commission houses so quickly as the practice adopted by some of them of accepting this kind of business in any way, shape or form. While the regular dealers in the country generally do not make the fact public, there is nevertheless a bond of fellowship among them. Commission merchants in Chicago and elsewhere who have been accepting consignments from irregular shippers, either solicited or unsolicited, will do well to look into the matter.

Some commission houses in Chicago and other places have agreed with regular country elevator people that they will not accept any but regular business. These houses are the ones which are entitled to the business of the regular dealers, and which will continue to get the regular dealers' business. The regular grain man should be protected just the same as the retail merchant is protected by the wholesale dealer. We have noticed that the wholesalers' business soon plays out with the retail trade when the former tries to go around the latter. This is nothing more than just.

Commission merchants as well as country shippers should join the National Grain Dealers' Association and come in out of the cold. Let them put their shoulder to the wheel and help correct the abuses of the trade. It costs only \$10 to join it. Where can that sum be invested to greater advantage?

Yours, NATIONAL.

## KANSAS ASSOCIATION GROWING IN MEMBERSHIP AND GOOD WORK.

*Editor American Elevator and Grain Trade:*—Since the last meeting of the Grain Dealers' Association of Kansas held at Atchison January 20 we have received 15 applications for membership. The Board of Directors ordered circular letters printed and copies sent to every dealer in the state. We expect to have at least 100 members by March 17, the day of the Topeka meeting. We have already corrected some of the worst abuses of the trade. For the past two years some of the commission houses in Kansas City have been in the habit of sending out bids to anyone without troubling themselves to find out whether they were regular dealers or not. We have secured the names of these houses, and have given them to understand in plain terms that unless they stop the practice we will be compelled to notify our members to do no further business with them. I am pleased to say that without a single exception they have agreed to make bids only to regular dealers in the future. If we could convince all regular dealers that these reforms can only be accomplished through organization we would soon have every regular dealer in the state in our Association.

From all appearances House Bill No. 294, now before the Kansas Legislature, will become a law. This law, which provides for state inspection of grain, will correct one of the worst evils with which country dealers have to contend. To illustrate, a certain firm in Northern Kansas sold an exporting firm a number of cars of corn to be No. 3 or better, state grade and Galveston weights. This corn was inspected at Coffeyville, Kan., under the supervision of the state inspector. It all graded No. 4 and Rejected. According to Galveston grades it should have been No. 2 and 3 with the exception of one car of No. 4. The purchaser tried to settle on the basis of Coffeyville grades, but the sellers refused. All the papers in the case were sent to me with instructions to settle on a basis of No. 3 or better, as

per contract. The exporting house has offered to compromise by refunding one-half the dockage charges. I am as yet unable to say whether this will be satisfactory to the sellers.

If the bill referred to becomes a law the Grain Dealers' Association of Kansas will insist upon practical grain men being appointed to the position of chief and assistant grain inspectors, and not on the score of any political affiliations that they may have. Many members of our organization have written their state representatives urging the passage of this bill, and we feel sure that it will become a law.

I thank you for the friendly interest the "American Elevator and Grain Trade" has taken in our Association.

Yours truly, E. J. SMILEY, Secretary.  
Dunavant, Kan.

## A LITTLE OF THE WORK ACCOMPLISHED BY THE NATIONAL ASSOCIATION.

*Editor American Elevator and Grain Trade:*—I have sent a circular to the members of the Grain Dealers' National Association summarizing the work done so far by the officers. Perhaps others would like to know what we have been doing. We organized the Association Nov. 9, 1896, with the promise of 286 charter members, who had obligated themselves to support the movement. Of that number only 40 have fulfilled their promise. But notwithstanding this shortcoming on the part of so many, we have been able to increase our membership until at the present time we have some 110 members in good standing.

On Nov. 20, 1896, 2,500 application blanks were mailed. On December 15 the directors met at Chicago. All of them attended the meeting and talked over general plans for future work, outlining a circular which was mailed on January 1, 4,000 copies being sent out. They also appointed a committee to meet with railroad officials and see if a rental could be secured from rail carriers for the use of elevators. The committee has been constantly at work. It held a meeting at Chicago January 15, and again on March 8. On January 28 this committee met the governing committee of the Nebraska and the Southwestern Iowa Associations to consider the same matter. As to the result of this work, I cannot say. Certainly we will lose nothing by trying to secure the desired rental.

On January 20 I attended the organization meeting of the Grain Dealers' Association of Kansas at Atchison. An opportunity offered to secure a modification of the landlords' lien law of Iowa. We succeeded in getting the amendment as outlined in my communication in the February number through the lower house, and have all assurance that it will pass the Senate. We have made a request to the Missouri Legislature to pass a law bringing under state control the weighing of carload lots of all grain for sale in the state. We have filed with three roads rules for car service, which have been favorably reported upon; secured the modification of minimum loading rules on one road; filed complaints of shortages at two Baltimore elevators, and secured the abolition of terminal switching charges on one road. We have also made a large number of complaints against scalpers, irregular buyers, shortages, etc. With the exception of a few cases I have been able to secure the removal or the lessening of the trouble to a great extent.

In every complaint that has been submitted to me I have taken up the matter if there was any opportunity at all to do any good. The only fault I have to find is that I have not received enough complaints from members, and therefore have not been able to show how much the National Association can do. I have filed a protest with the railroads against any cut in the rates at present, as it would injure the trade, because of the poor quality of corn and present prices. It would also preclude our securing any concessions from the railroads.

We need more members. We cannot do the best of work till we get them, and it is the duty of every member to do all that he can toward increasing the membership. We make this proposition: Give the Grain Dealers' National Association \$10 to work for your interests during the first year, afterward \$5 per year. If the Association is suc-



cessful in increasing a dealer's margins on a single car he will have been repaid for his outlay.

This is a critical time in the life of the Association. Regular dealers should give it all the aid they can.

Yours truly, W. H. CHAMBERS,  
Secretary Grain Dealers' National Association,  
Hepburn, Iowa.

#### THREATENED WITH SUIT FOR RENT BY LANDLORD.

*Editor American Elevator and Grain Trade:*—The Illinois law relating to the landlord and tenant and the lien of the former on the crops seems to me to be very unjust. It does not only give the landlord a mortgage on the tenant's crops, but also on the grain bought by the grain dealer from the tenant.

I am now threatened with a case in which it seems to me I would suffer injustice if any court would find me liable. About December 15, 1896, I bought from a tenant a crop of corn he had raised and paid him for it. He had rented the farm for \$800 per year. He paid \$400 last spring when he moved on the place, and the balance of \$400 was to be paid January 1, 1897. At that time the tenant tried to settle with his landlord, but failed to do so, because the tenant claimed \$300 damage. The contract in the lease provided that the landlord should rebuild an old house that was on the place, provide for a water supply the year round, have an outside cellar, and furnish lumber for some fences. He failed to do any of this.

On account of the landlord failing to keep his agreement the tenant was left half a mile from his barn, had to keep three teams to haul water all summer, and besides could have got \$60 rent for the house he was compelled to live in because the landlord would not rebuild the other as he had agreed to do.

The landlord knew that I bought the corn of his tenant a week before I received it. He told the tenant that he could have stopped the corn in my hands, but did not want to cause him any trouble, as he had had bad luck through sickness, etc. Since the landlord and tenant could not agree on a settlement, the landlord notified me February 8 that I was liable, and that he expected me to pay the \$400 yet due him. My opinion of this case is, that the landlord knew that if he had stopped the corn in my hands he would have got into a lawsuit with the tenant, as he knew the latter had sustained damage. In fear of this litigation it stood him in stead to be as easy as possible with the tenant, but as they could not reach a settlement he came to me for his money.

Yours truly, J. R. HOWELL,  
Burrowsville, Ill.

#### IGNORING THE MIDDLEMAN.

*Editor American Elevator and Grain Trade:*—The following letter was received recently from a prominent Iowa grain shipper: "There is a firm in Chicago that is annoying honest men in Iowa by keeping men going round through the state holding meetings in schoolhouses and explaining to farmers the great advantage of shipping direct to their house and not selling to country buyers. They get them to ship a few cars, which they sell at big prices, or pretend to, and after they get them corraled they begin to collect back. When they get ahead on the deal they take a new place."

From our point of view the above way of securing a commission business looks discreditable from the probability that representations must be made to induce farmers to ship their own grain that are not justified by results. There may be times when by some streak of good luck with particular shipments that farmers make money by shipping; but, as a rule, they pay dearly for experience. The farmer's business is to learn how to produce grain and other products of the farm, to manage and care for his land, and to learn for what it is best adapted. The shipper's business is to study the markets of the world, their rules and habits, probable supply and demand of fruit products and the course of values; to arrange his elevator for the economical handling of grain, and how to clean

and mix grain so that it will be most suitable for a changing market and trade. These things a farmer cannot do without great expense and neglect of legitimate farming interests; nor is he at all times prepared to dispose of grain in carload lots, and then he is compelled to sell it to his home buyers, who would be justified, if the farmer was in the habit of shipping, in taking every possible advantage of circumstances.

Every farmer must admit that country shippers are absolutely necessary to his success and he should give them his support. As a general thing country grain buyers pay higher prices than they can afford. The pressure that is brought to bear on them to do so is terrific and such as no other business men have to meet. The local newspapers, the merchants in their towns, the railroad companies, competition with other buyers, farmers threatening to ship their own grain and build elevators—some of these influences are always against them, and the one who has backbone enough to resist and buy grain with a profit is worthy of distinction.

But while treating this subject we may as well be frank and say that farmers who ship their own grain are mostly actuated by the same desire that causes some shippers to sell grain on track themselves instead of employing commission men, and that is to avoid "middle men" and save intermediate profits. Commission merchants are as necessary to the shippers as grain men are to farmers, and a broader view of the situation would show both shippers and farmers wherein they are wrong.

One of the greatest mistakes that many grain shippers make is in not placing enough confidence in their commission merchants, who are simply their agents. They should cultivate an active correspondence, and in this respect every good commission man would meet them more than half way. Do not try to deceive them about the character of shipments, as some shippers do, but give them all the information you possess. Be as free to commend good sales and work as you are to kick when things go wrong, and when you find a competent commission man who will work faithfully for your interests, and in whom you have confidence, give him your undivided support. By so doing you will secure his best efforts and add to your own success.

Yours truly, C. S. BENTLEY,  
Chicago, Ill.

#### WORK OF THE KANSAS ASSOCIATION.

*Editor American Elevator and Grain Trade:*—A committee of our Association has been appointed to assist in the investigation of the manner of weighing and inspecting grain at Kansas City, which was recently begun by a special committee of the Kansas City Board of Trade. I had made complaint to the Board of Trade and received a letter from Charles A. Young, chairman of the special committee, in which he said the committee would be very glad to coöperate with our Association in the work. He requests statements giving number of cars, shippers' weights, railroad weights, destination weights, and destination.

I am now taking the evidence of shippers. In most cases I find sufficient ground for complaint, some cars showing over 100 bushels shortage. We have determined that this must cease or we, as members of the Kansas Grain Dealers' Association, will not do any further business in that market. The Stoner House Bill No. 294 has passed both houses of the Kansas Legislature, and it will no doubt become a law. While it is not all that grain men desire, its provision for state regulation of grain inspection is a great improvement over the old system. If we can now have practical grain men appointed to fill the position of chief inspector and weighmaster, we will probably receive better service.

We expect to have a good meeting at Topeka March 17. Following is the list of members of the Kansas Grain Dealers' Association up to recent date:

K. C. & N. W. R. R.: A. P. Reardon & Co., McLouth; W. H. Jones, Oskaloosa; E. J. Smiley, Dunavant; Valley Falls Grain Co., Valley Falls; J. G. Elliott & Co., Holton, also Denison, Birmingham, Ontario;

M. H. Rooler, Circleville; J. E. Wilcox, Bancroft and Kelley; Bailey & Connett, Baileyville, Axtel, Kearney and Mina; Brunswick Elevator Co., Summerfield.

Central Branch of U. P. R. R.: L. Cortelyou, Muscotah; Blue Rapids Grain Co., Blue Rapids; A. J. Denton, Centralia; M. Worthy, Wetmore; A. D. Crooks, Vermillion; Nash & Kaull, Glenelder; Frank Hobart, Glenelder; S. R. Washer, Atchison; W. H. Fluke, Whiting; W. B. Sharpless, Monrovia; Hoerman Bros., Netawaka; Hedge & Brown, Whiting; S. C. Smith, Centralia; Jackson & Taylor, Corning; Greenleaf & Baker, Atchison; A. T. Rogers, Beloit, also Glasco, Bennington, Gilbert; G. W. Dockstoder, Cawker City; H. A. Carlton, Cawker City.

St. J. & G. I. R. R.: J. W. Thomas, Home; J. B. Wuester, Home; S. S. Carpenter, Severance; John Roach, Severance; J. Jensen, Leona; J. R. Glenn, Robinson; A. B. Smith, Robinson; R. B. Gibbs, Morrill; Brunswick Elevator Co., Beattie.

Missouri Pacific R. R.: N. B. Heatt, Willis; M. G. Heald, Lancaster; J. H. Kinnear, Powhattan; John Dix, Huron.

Union Pacific R. R.: Arrington Elevator Co., Arrington; M. W. Lewis, Grainfield; W. H. Karns, Soldier.

C. R. I. & P. R. R.: Harris & Co., P. O. Omaha, Neb.; 17 elevators, located in Phillips Co., Norton Co., Decatur Co., Washington Co., Republic Co., Cloud Co. and Rawlins Co.; George W. Cole, Horton, Kan.

Yours very truly,

E. J. SMILEY, Secretary.

Dunnavant, Kan.

#### BUYER NOT LIABLE FOR RENT UNLESS GRAIN IS IDENTIFIED.

*Editor American Elevator and Grain Trade:*—In regard to the decision of the Supreme Court of Illinois, relieving the regular grain dealer from liability to landlord for grain bought of tenant whose rent is in arrears, which I mentioned at the Decatur meeting of grain dealers, I will say, that the decision was rendered in the case of Elijah C. Finney vs. George F. Harding by the court at Springfield, March 30, 1891. The case was appealed from the Appellate Court for the Third District; having been heard in that court on appeal from the Circuit Court of Douglas County, the Hon. C. B. Smith, judge, presiding. Following is a digest of the decision:

Elijah C. Finney } Filed at Springfield, March 30, 1891.  
vs. George F. Harding. }

1. Landlord's Lien—Purchaser from Tenant—Liability of Purchaser—Remedy of Landlord. A bona fide purchaser of grain from a tenant, without notice of the landlord's lien thereon for unpaid rent, or of facts sufficient to put him on inquiry, will not be liable to the landlord for its value in a personal action, but the landlord may still levy his distress warrant on the grain, if it can be found and identified.

2. A party engaged in the business of buying and selling grain in this state in August and December bought, in the regular course of business, oats and corn of a tenant, amounting to \$227, which was paid for at the time. The purchase was in the ordinary course of business, without any notice that the vendor was a tenant or that the grain was raised on rented premises, and there were no facts or circumstances shown to put the purchaser on inquiry. The tenant being indebted for the rent, his landlord sued the purchaser personally for the value of the grain, and it was stipulated that any proof showing a right of recovery in any form of action should be admitted: Held, that the plaintiff could not maintain the action.

3. A landlord, merely by virtue of his lien on the crops of his tenant, without the levy of a distress warrant, has no right to the possession of such crops, either before or after the rent is due. His remedy for a fraudulent act intended to impair the security given by his lien is an action on the case.

4. A landlord's lien is like that of an execution, which gives the officer no right to the property itself, and it will not enable him to maintain replevin, trover or trespass prior to the levy of his distress warrant.

5. The lien given by the statute to a landlord upon the crops grown, for the rent, will authorize him, by the issue of his warrant, to follow the crops when sold by the tenant, and seize the same wherever found, so long as they can be identified, the same as a sheriff having an execution may follow the property subject to the lien of his execution.

6. If a tenant, without the consent of his landlord, shall sell and remove, or permit to be removed, or be about to permit to be removed, from the demised premises, such part of the crops raised thereon as



shall endanger the lien, the landlord may distrain before the rent is due. This furnishes the landlord a means of protecting his lien, and securing himself against loss by the sale and removal of the crop.

7. Purchaser Subject to Lien—Liability to Lienholder—Remedy. A purchaser from a judgment debtor of personal property subject to the lien of an execution, if made for value, without knowledge of the lien or any fraudulent purpose, will not be liable, in an action by the plaintiff in the execution, for the value of the property.

8. The principle upon which a purchaser for value may be charged rests solely upon the ground of fraud. So if a person, knowing of a judgment and execution, purchases of the debtor with the view and purpose to defeat the creditor's execution, it is fraudulent, notwithstanding he may have given a full price for it, and he may be held liable to the creditor for the injury thereby done.

It follows from what has been said, the landlord having no right of property in the crop sold to appellant and no right to its possession, no action could be maintained by the landlord, except an action on the case for fraudulent act intended to impair the landlord's security. Appellant was an innocent purchaser without any notice of right or lien of appellee thereon, and while the appellee by virtue of his lien may follow the property into the possession of the appellant and distrain for his rent, he cannot maintain a personal action for damages. The judgments of the Appellate and Circuit courts are hereby reversed, and the cause remanded for proceedings not in conflict with this opinion.

All of the justices of the Supreme Court, with the exception of Justice Craig, concurred in the judgment.

If any of the dealers wish to read the full opinion they will find it in Vol. 136, Illinois Reports, page 573. If any decisions have been rendered by the State Supreme Court in conflict with the foregoing, I would be pleased to see it published.

Yours truly,  
W. B. NEWBEGIN.  
Blue Mound, Ill.

#### LAW REGARDING STATE WEIGHING IN ILLINOIS.

*Editor American Elevator and Grain Trade:*—I have found the following act of the Illinois Legislature in regard to state weighmasters for grain:

##### STATE WEIGHMASTERS.

An act to provide for the appointment of state weighmasters. Approved June 23, 1883. In force July 1, 1883. (Laws of 1883, p. 172 R. S., 1887, p. 1039; S. & C., p. 1979.)

2802. Weighmaster, Appointment of—1. Be it enacted by the people of the state of Illinois, represented to the General Assembly, that there shall be appointed by the Railroad and Warehouse Commissioners, in all cities where there are state inspections of grain, a state weighmaster and such assistants as shall be necessary.

2803. Duties of—2. Said state weighmaster and assistants shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of sales and the action and certificate of such weighmaster and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.

2804. Fix Fees—3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain or other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.

2809. Weighmaster—Qualifications—Bond—Compensation—4. Said state weighmaster and assistants shall not be a member of any board of trade or association of like character. They shall give bonds in the sum of five thousand dollars (\$5,000), conditioned for the faithful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.

2810. May Adopt Rules—5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.

2811. Neglect of Duty—Penalty—6. In case any person, warehouseman or railroad corporation, or any of their agents or employees, shall refuse or prevent the aforesaid state weighmaster or either of his assistants from having access to their scales, in the regular performance of their duties in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the people of the state of Illinois; such penalty or forfeiture to be paid to the county in

which the suit is brought; and shall also be required to pay all costs of prosecution.

I believe this covers the point referred to by my motion of the Decatur meeting of the Illinois Grain Dealers' Association. If anyone knows of anything else on this point I would be pleased to know of it.

Yours truly,  
E. R. ULRICH JR.  
Springfield, Ill.

#### PEACE AND HARMONY AMONG DEALERS.

[A paper read by Theo. P. Baxter of Taylorville, Ill., at the meeting of the Illinois Grain Dealers' Association.]

Perfect harmony among ourselves we cannot expect; human nature is imperfect. We find in all the things of life we meet much disappointment and many shortcomings in ourselves. There are many reasons for our imperfections, over which we have no control; but if we would judge and excuse others, and extend to them the excuses we take to ourselves for our own acts, then practical peace and harmony would exist among dealers. In my contact with fellow dealers I have found that foremost in their minds are the tricks and scaly things practiced by other dealers; but in my experience in the grain business of over twenty-five years not a single one has committed a wrongful act but that he had excuse and forgiveness in abundance for himself. The great trouble is we expect too much from others, as the standard we set for others is too high. In the same degree that we expect too much from others, we also expect too much of our Association. Harmony and peace will prevail if we will accord to others such treatment as we expect from them. So very many dealers and even some of our members ask, "What is the Association doing? I can't hear of anything being done. Does it do you any good?" I always know such fellows have done nothing for the Association.

The Association does not intend to help anybody except those who help it; but as blessings are showered on the just and unjust alike, so the Association helps even those who do not help it. The only weakness in the Association is its inherent weakness, caused by lack of individual support. The things to be done by the Association are numerous; but with a large membership it would accomplish any task. The good accomplished will be measured by the energy, perseverance and wisdom of its members. There is no evil or aggregation of evils confronting the grain dealer or dealers to-day so great or difficult but that our Association could meet them, and bring to us peace and harmony, if our membership was only great enough. Therefore, to my mind the first thing to be accomplished, and the greatest incentive to a grand success in bringing about peace and harmony among ourselves, is to devise some means of getting dealers to become members of both our state and national associations. As our membership increases our circle of acquaintance increases to the extent of each individual member. With acquaintance and the exchange of ideas and experiences regarding the methods and practices in all the localities of our state and in our sister states as the individual members have met them, it seems to me that practical peace and harmony would be assured. It is salutary to come together, and look each other in the face, and receive each other's smiles.

I call to mind one instance of peace and harmony being accomplished by the attendance at one of our state meetings of two dealers of the same town, whose relations were, to say the least, not cordial. It so happened that they were obliged to sleep in the same room at the hotel, and I think they slept in the same bed. Anyhow they settled all their difficulties that night, and have been warm friends ever since. I think that both of these good brothers are with us to-day. A woman advised her daughter to marry a man for whom she had not the fullest measure of love. The mother said, "He is rich; marry him and sleep together, and love will come afterward." Someone said, "Even hogs learn to love by association, especially if they sleep together."

The means by which members can be obtained is to my mind a puzzle. I have talked with a great many grain men on the subject of associations, and

scarcely ever found a dealer but who agreed that associations were good. Most of them said that without something of the kind the grain business would soon have to be abandoned. But to get members is a hard job, and to get dues is even harder. A great many grain men display bad judgment. Some will not even attend a meeting, while others will attend meetings but fail to pay dues, and thus allow themselves to be dropped from the roll. Then they get angry and declare that the Association is no good. These same fellows will spend their last dollar trying to outbid their competitors. Some of them will ride about the country nights and Sundays to buy grain away from an honorable competitor. But ask this sort of a dealer to join an association and pay a small sum for its support—his eyes pop out like cotton balls, and he says that he has no time to leave home.

Of course his business isn't worth watching, and would, of course, be better off without him. But what is to be done? The law forbids killing him and feeding him to the hogs. But he is a menace to our business, just the same. If God ever made any mistakes in the members of the human family, he certainly put them into the grain trade, and to my certain knowledge they are not blessings in disguise. But as in all other things, we must take them as we find them. What is to be done? Without members we cannot have associations, and without associations our business will soon peter out. Therefore, I say again, we must have members. How shall we get them? Here is an emergency; how shall we meet it? We are in a dilemma. How shall we get out of it? Early last summer the "American Elevator and Grain Trade," our beloved friend among the press of the country, was led to believe that the time had come to organize a Grain Dealers' National Association, and invited the dealers to speak their sentiments on the subject. About 300 favored the movement, and pledged themselves to its support. Their names were all published in the "American Elevator and Grain Trade." A meeting was called at Chicago in November with a fairly good attendance, and a great many encouraging letters were received by those present. But out of the 300, only 40 became members, and paid their initiation fee.

I mention this as evidence that the means heretofore used for getting members are not sufficient. I think some means should be adopted to educate the dealers up to the possibilities and efficiency of these organizations. How can each individual be seen and the work fully explained? Can we, who are members and believers in the work, begin a personal canvas, and make it a part of our daily business to do some association work? I think we should awake to the necessities at once, and realize that it is high time that each one personally associate this work with our regular business and force ourselves to duty. We cannot spend our time to better advantage, and cannot make our individual business as profitable in any other way. First, be sure to get ourselves right, and then tackle every other dealer that we meet. If we do not succeed let us try again, and keep on trying until we convert him. If necessary we could make up combinations among the best workers, and go after the dog in the manger from every side; persuade, coax and urge. Kill him with kindness; make ourselves feel that we love him, and must have him. In addition to the personal work of every member, I would suggest that we employ a good, experienced solicitor, whose duties will be to travel and help in the work as directed by his good judgment and the Executive Committee.

To the foregoing suggestions I would further add that, to carry out this plan of work some financial arrangement will be necessary to the success of it. Computation should be made to ascertain approximately the sum of money needed to carry on the work one year. Voluntary subscriptions to a fund to be used in this way would be feasible payment to be made on percentage basis by installment, and only such portion of the pledged sum be drawn as was found necessary from time to time. At the end of one year I would expect to see our efforts crowned by the happy realization of peace and harmony among ourselves.





T. M. Norton will erect a brewery at Anderson, Ind.

E. Merz has purchased the brewing plant of G. W. Bashford at Medford, Ore.

Peter Barbey, brewer of Reading, Pa., died February 15, at the age of 68 years.

Jos. Benjamin of Brooklyn, N. Y., will build a brewery at Flatbush, Brooklyn.

The Doering & Marstrand Brewing Co. has been incorporated at Vancouver, B. C.

Geo. A. Wilson has purchased the La Salle Brewing Co.'s brewery at La Salle, Ill.

Another brewery may be established at Fall River, Mass., by Max Boehm and others.

The Worcester Brewing Co. of Worcester, Mass., will erect a brewing plant at that place.

A fire in Anton Schreiner's brewery at Plymouth, Wis., February 15, caused a loss of \$800.

The plant of the Consumers' Brewing Co. of Lowell, Mass., will be increased in capacity.

Fred M. Baird is reported to be contemplating the establishment of a brewery at Geneva, N. Y.

The Milwaukee Malt and Grain Co. will erect a grain shed at Milwaukee, Wis., to cost \$3,500.

The Hartmann Brewing Co. contemplates making improvements to its plant at Bridgeport, Conn.

The Galveston Brewing Co.'s new brewery at Galveston, Texas, has been placed in operation.

The New England Breweries Co. will make large additions to the Roessle Brewery at Boston, Mass.

Christian Felganspan, brewer of Newark, N. J., will make alterations to his plant at a cost of \$8,000.

Jacob Kunkler is now operating the brewery at Troy, Ind., of John S. Winterath, who retired a year ago.

The American Brewing Co. has been incorporated at Indianapolis, Ind., with a capital stock of \$300,000.

Hoemann & Determann of St. Cloud, Minn., have purchased the Wadena Brewing Co.'s brewery at Wadena.

It is said that the Worcester Brewing Co. of Worcester, Mass., will soon begin the erection of its brewery.

Philip J. Vischer of Pittsburg intends to erect a brewery at Braddock, Pa., where a site has been purchased.

It is announced that the O. Van Dyke Brewing Co. of Green Bay, Wis., will build a new brewery this season.

P. Ballentine & Sons, brewers of Newark, N. J., intend to erect a new malt house at that place to cost about \$100,000.

F. L. Ober & Bros., brewers of Allegheny, Pa., have reorganized as a joint stock company with a capital stock of \$160,000.

F. X. Kaltenbach, founder of the Kaltenbach Brewing Co., Buffalo, N. Y., died recently at the advanced age of seventy-six.

The Hartmann Brewing Co. has let the building contracts for the erection of additions to its plant at Bridgeport, Conn., this spring.

The Lehrkind brewing plant at Bozeman, Mont., was partially destroyed by fire February 28. The malt house, with about 37 carloads of grain and

malt, was destroyed, but the brewery was saved. The insurance on the whole plant was \$50,000, which it is said will not cover the loss.

The Sacramento Brewing Co. of Sacramento, Cal., intends to remodel its plant and erect a brew house, the improvements to cost \$50,000.

The Henderson Brewing Co. of Henderson, Ky., has let the contract for the erection of a brewing plant at that place to cost \$60,000.

The Grasser & Brand Brewing Co. of Toledo, Ohio, is putting in one Kaestner Patent Mashing Machine and Grains Remover, grain elevator, etc.

James Corbett and others have formed the Indiana Brewing Association, with a capital stock of \$100,000, to erect a brewery at Marion, Ind.

Schaefer & Bro., maltsters of Buffalo, N. Y., recently purchased under foreclosure sale the property of Philip Schaefer & Son, brewers of New York.

The W. D. Matthews Malting Co. of Le Roy, N. Y., sustained a loss by fire of \$500 February 15, a small building belonging to the company's plant being destroyed.

A. Schmidt's brewery at Colfax, Wash., was destroyed by fire recently, entailing a loss of \$9,000. It was insured for \$5,000. The fire started on the roof of the malting shed.

The A. Tuermann Brewing Co. of Watertown, Wis., one of the oldest brewing establishments in the state, assigned recently to Wm. H. Woodward. The liabilities are estimated at \$35,000.

Grace Bros. of Santa Rosa, Cal., have bought the brewery belonging to the estate of Jacob Haltinner. Grace Bros. will enlarge and improve the plant, after which they will engage in the brewing business.

Martin Bruggeman, brewer of St. Paul, Minn., died recently. He suffered a prolonged illness, and was compelled to retire from business a short time ago, since which time the business has been conducted by his sons.

John L. White's malt house near Mt. Morris, N. Y., was destroyed by fire February 18, together with 1,000 bushels of barley, 1,800 bushels of beans, 2,000 bushels of oats, and clover seed, etc. Loss \$3,500; insurance \$2,800.

D. Rothschild, of the Rothschild Grain Co., Davenport, Iowa, which makes a specialty of barley, says that the present outlook is for a smaller crop of barley than usual, the decreased acreage being due to the low prices realized this season.

The malt house of the John Hauck Brewing Co., at Cincinnati, Ohio, was partially destroyed by fire on February 12. The chief loss was on 100,000 bushels of barley and malt, which were flooded. Loss about \$75,000; fully insured.

Henry Bantz, dealer in feed, etc., at Riverside, Cal., is having a barley mill constructed which will be supplied with a barley roller, steamer and smutter, the machinery to be propelled by electricity. It will cost \$1,500. Mr. Bantz has about 200 tons of barley on hand.

The Macdonald Engineering Co. of Chicago has prepared the plans and specifications and received the contract for erecting a barley cleaning elevator for Brand, Bullen & Gund Co. on the Pan Handle tracks at Rockwell and Thirteenth streets, Chicago. The cleaning elevator will have a storage capacity of 40,000 bushels, supplying three steel tanks. The building will be of brick, equipped with elevating, cleaning and conveying machinery, and connected

with steel storage tanks of 350,000 bushels' capacity. The plant will cost \$75,000, and will be completed by June 1.

O. P. Townsend of Denver, Colo., has purchased the brewery at Laramie City, Wyo., formerly operated by Richter & Bertrams. He will make alterations and improvements in the plant, which has been idle several years, and put it in operation.

John F. Dornfeld of Chicago has invented and patented a malt turning and stirring machine. The patent is numbered 578,053, and was filed June 11, 1896. The invention consists of a carriage reciprocative over a malting floor, a series of vertically disposed spiral shovels, means for rotating the shovels, and one or more blades placed between one or more sets of shovels.

The McKeesport Brewing Co., which was recently incorporated at McKeesport, Pa., with a capital stock of \$250,000, has awarded the contract for the erection of its large brewery at that place to the Wilhelm Griesser Engineering Co., the well-known architect and engineer of Chicago, Ill. Mr. Griesser will construct the brewery complete, and it will have a capacity of 60,000 barrels.

The Wilhelm Griesser Engineering Co. of Chicago, designer and builder of elevators, breweries, malt houses, etc., recently received the contract for the erection of an ale brewing plant for the Maumee Brewing Co. at Toledo, Ohio. The brewery will have a capacity of 100,000 barrels, and will be equipped with all the best modern machinery. It is to be completed by September 1. The Maumee Brewing Co. was recently incorporated at Toledo with a capital stock of \$200,000, by Henry Hoppe and others.

C. S. Long has had a grain cleaner put in his grain warehouse at Hayward, Cal., which was especially constructed by the Debert Bros. Mfg. Co., for cleaning and grading Chevalier barley. For the past three seasons the barley raised in the vicinity has been very foul and of uneven grade, so that before it could be sold for export it was necessary to send it to San Francisco or Port Costa to be cleaned. To overcome this extra expense, a contract was made by Mr. Long for the placing of a needle screen cleaner in his warehouse, of a sufficient capacity to handle the grain raised in the vicinity, and bring it up to the standard of No. 1.

## QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

### No. 15. Shipped from Laporte.

Will someone please inform me of the number of cars of grain shipped from Laporte, Ind., through the L. S. & M. S. elevator, annually?—L. F.

### No. 16. Names of Dealers Wanted.

I would like to get the firm names of grain dealers and commission men of Kansas City, St. Louis and other good points. We expect to have new 10,000-bushel house ready for business May 1.—T. E. MILLARD, Cook, Neb.

### No. 17. Grain Buyer's Liability for Rent.

I would like information on the following question: Is the grain buyer responsible to the landlord for rent if he buys corn of the renter, unless he is first notified that the rent is unpaid and not to pay said renter for any corn? This question has often come up, and all grain buyers will have an interest in it. We understand that a case of this kind was taken to the highest court and decided in favor of the buyer, but we cannot recall the circumstances. We hope to get some light on this matter.—E. G. KNIGHT & SON, Monticello, Ill. [Read communication of W. B. Newbegin in this number.]

A grain man recently returned from a trip through Kansas says that state is fairly bristling with overflowing corn cribs. "There are thousands of bushels in almost every little city along the Rock Island," he said, "and in Lebanon there is over a mile of cribs."





PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

## MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Howland Block, 184 and 186 Dearborn St.,

CHICAGO, ILL.

A. J. MITCHELL, - - - Business Manager  
HARLEY B. MITCHELL, - - - Editor.  
CHARLES S. CLARK, - - - Assistant Editor

Subscription Price, - - - \$1.00 per Year.

English and Foreign Subscription, - - - 1.50 " "

### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1897.

## CIVIL SERVICE RULES FOR GRAIN INSPECTORS.

The lower house of the Minnesota Legislature has declared against the bill providing for placing the employes of the state grain inspection department under civil service rules, but the friends of the bill claim that it will yet become a law. It seems ridiculous that after so many years of expensive experience with the spoils system any body of intelligent men should vote to continue it.

If good service is to be obtained in any grain inspection department the competent inspectors must be placed beyond the reach of the politicians. If their positions can be made the common prey of any ward politician they will have no impetus to prompt them to attain efficiency as grain inspectors. They will naturally expend their energies in an effort to secure votes and influence rather than knowledge of grain, for with the spoils system in vogue their positions will depend upon political activity rather than capability as grain inspectors.

Chicago's grain inspection department has recently passed through an experience with the spoils system which will long be remembered by Western shippers and Eastern buyers. The experience has been anything but beneficial to the Chicago market, yet the Receivers and Shippers' Association has shown remarkable lethargy in seeking to have the State Legislature amend the law so as to prevent a recurrence of the reign of incompetent inspectors.

The Illinois Grain Dealers' Association has declared in favor of civil service rules for the employes of the state grain inspection department and appointed a committee to secure the enactment of an amendment to the law providing for the desired change. This is a timely act that

should be concurred in by every association of the state that is organized for the purpose of advancing the interests of any class connected with the grain trade. By throwing this protection about the grain inspection department there will be some chance of the reputation of the department's work being maintained. Without it the inspection will be unreliable and just as erratic as ex-bartenders without any knowledge of grain can make it.

## LAW AGAINST SMALL GRAIN TESTERS.

The wisecracks of Indiana who met at Indianapolis to make laws for that state did not pass the bill making the ratio of the circumference of a circle to its diameter equal to 3.2, but they did pass a bill relating to the size of measures used to test grain, and the Governor permitted it to become a law without his signature.

The bill, which was introduced by Senator Bobilya, makes it unlawful for any person, commission merchant, miller, dealer, grain inspector or other person or corporation when purchasing wheat or taking it in exchange for flour to use, or cause his agent to use, in testing or determining the weight or grade and market value of wheat, any measure other than the standard half-bushel measure, or to use anything but a straight stick, with square edges, to level the wheat in the measure when testing it.

The law is intended to prevent the use of small measures, holding a half-peck or less, in testing and grading wheat. The half-bushel is too large and cumbersome for the work, so dealers will not use a tester. The law is as valueless as any legislation ever recorded, for it will compel buyers to guess at the test weight of grain instead of permitting them to determine it accurately. Self interest will compel them to guess on the safe side, so the shiftless farmer who brings dirty and light weight grain to market will not gain anything by this legislation. A violation of the law renders the dealer liable to a fine of from \$10 to \$100, and imprisonment in the county jail for not more than six months.

## INTERSTATE COMMERCE DECISIONS.

On March 2 the Interstate Commerce Commission handed down a decision of marked importance to shippers. The case was that of W. W. Rea of Verona, Miss., against the Mobile & Ohio Railroad. Rea directed the agent to ship a consignment of potatoes to St. Louis by way of a certain route. The agent refused to so bill the consignment, and the consequence was a loss to the consignee of \$100. The Commission ruled that the shipper was entitled to have his merchandise carried over the route which he designated, and that the complainant should have reparation to the amount of damages shown. The case is unimportant in itself, but a few precedents of this kind will probably have a softening effect on the counter claim so often made that it is none of the shipper's business how his goods get to destination, so that they get there.

Another salutary decision under the Interstate Commerce Act came up in New Orleans a few weeks ago, in the United States District Court. The general freight agent and the general manager of the Texas & Pacific Railroad

were charged with discrimination in rates to the advantage of certain merchants and the disadvantage of certain other merchants. The discrimination was in rates on cotton from points in Texas to different firms in New Orleans. The railroad officials were indicted by the federal grand jury and brought to trial. In a burst of remorse or something else both officials pleaded guilty. Thereupon Judge Parlange fined each of them \$4,000 and costs. The learned judge evidently believes in the judicial maxim, "Soc et Tuum." It is safe to say that the Texas & Pacific won't discriminate any more. And we would like to publish the portraits of those railroad officials who did not lie or equivocate about rate-cutting.

We notice also that the Illinois Central righted a wrong complained of by Boyer & Co. of Philadelphia and which was pending before the Interstate Commerce Commission. The original complaint was against the Chesapeake, Ohio & Southwestern Railway for violating the short haul clause on cottonseed meal from points in Tennessee. The Illinois Central, on obtaining control of the other road, made reparation and changed its rates to conform with the law, thus anticipating the commission's decision. It is pleasant to notice such an evidence of the growing respect paid to the law by the railroads. Perhaps it only needs a little more enforcement to make the respect genuine and universal.

## SHORT WEIGHTS AT TERMINALS.

Shortages in weights of grain shipments to grain centers have always caused country shippers much trouble and some heavy losses. The last complaints to be pushed with emphasis and persistency come from Nebraska and Kansas against the weighing at Kansas City and St. Louis. The complaints against East St. Louis weights are of long standing, and the practice of the elevator men of docking each car for eight to ten years' shrinkage will no doubt continue until the dealers who ship to that market unite and make a determined stand against the steal.

The shippers have tolerated the stealings of the elevator men at some of the grain centers so long that the dockers have come to look upon the practice as their legal right. As the docking continues their appetites grow, and now some of the Kansas City elevator men are so greedy as to be satisfied with nothing less than 1,000 pounds on each carload of wheat. It is well known that some wheat does shrink a little, but how any elevator man who makes any pretense of being honest can claim that it shrinks that much is difficult to understand. The shortages at Kansas City have actually been so large that even the railroad companies have refused to accept elevator weights, for they found that they were losing considerable freight by so doing.

The Nebraska Grain Buyers' Association has taken up the complaints of several shippers, and by addressing a protest and petition to the Kansas City Board of Trade and to the Governor of Missouri has started an investigation, which it is hoped will culminate in the punishment of the thieves and the discontinuance of the abuse.

Every shipper who has records of shortages in shipments to that market or St. Louis should send promptly a statement of each shipment to either W. H. Chambers, Des Moines, secretary



of the National Association, G. A. Stibbens, Coburg, Ia., secretary of the Southwestern Iowa Association, J. E. Utt, Omaha, secretary Nebraska Association, or to E. J. Smiley, Duncannon, Kan., secretary of the Kansas Association. The time to remedy this trouble is now. If you can contribute any evidence to the prosecution of the thieves or know of any shipper who can, write the particulars regarding it to the secretary of one of the associations to-day. Do not put it off a minute, but act quickly.

### STATE INSPECTION FOR KANSAS.

The Stoner bill, which provides for the state taking charge of the inspection of grain in Kansas, has become a law and the boards of trade which were in the business for revenue only will have nothing to do with the work henceforth. Heretofore the state was given credit for doing the work, although it received none of the fees and its Chief Grain Inspector had comparatively little authority.

The bill as published in the February number of this journal was amended in a few minor particulars, and was passed by the Senate without a dissenting vote, which speaks well for the influence of the Grain Dealers' Association of Kansas. The bill did not meet the views of the association members in every particular, but it was considered vastly superior to the old law, so they worked for it and secured its passage. Under the new law the Chief Grain Inspector will have full authority and be able to remove incompetents when it becomes necessary. If the Kansas boards of trade had been reasonable in the removal of notoriously incompetent inspectors when the Chief Grain Inspector requested it, they might still be engaged in dividing the dividends of their inspection departments. The trade suffered severely from the selfishness and narrowness of the boards, hence the united opposition to their continued control of the grain inspection.

### THE KANSAS ASSOCIATION.

The Grain Dealers' Association of Kansas, which will hold a meeting at Topeka, March 17, is doing some very effective work and rapidly establishing a strong claim to the support of every regular grain dealer of the state. It has induced several Kansas City firms who had been sending bids to scoopshovel men and irregular shippers to discontinue the practice, and will urge others to do likewise, as rapidly as complaints are filed. It has a committee appointed to assist in the investigation of shortages at Kansas City and has already secured the passage of House Bill 294, by both houses of the State Legislature. This bill was published on page 299 of the February number of this journal and provides for state grain inspectors and weighmen.

This of itself is a very creditable record for an association which has been organized but a few months and has but a small per cent. of the regular dealers of the state on its membership rolls. If one-half of the regular dealers of the state were to give it their advice and support how much more it could have accomplished. The only way to make an organization a perpetual success is for every regular dealer to join earnestly in the work. This waiting to see if the

association will prove a success is equivalent to announcing that you are opposed to its succeeding in relieving the trade of the abuses and burdens which encumber it.

### THE LANDLORD'S LIEN ON GRAIN FOR RENT.

The advisability of securing the adoption of an amendment to the Landlord's Lien Law of Illinois, so that landlords could not collect pay from regular dealers for grain bought of tenants in arrears for rent, was discussed at length at the recent meeting of the Illinois Grain Dealers' Association and a committee appointed to draft an amendment to the present law which shall relieve the regular grain dealer of all liability to landlord for grain bought of tenant, unless said landlord shall have served written notice to the buyer previous to the time of payment.

The proposed amendment is very good and would give to the regular dealer no more protection from tricksters than he is fairly entitled to, but it seems from the decision cited by Mr. Newbegin in this number that the amendment to the law is unnecessary, as the state Supreme Court has held that "a bona fide purchaser of grain from a tenant, without notice of the landlord's lien thereon for unpaid rent, or of facts sufficient to put him on inquiry, will not be liable to the landlord for its value in a personal action, but the landlord may still levy his distress warrant on the grain, if it can be found and identified."

As the regular grain dealer invariably mixes his purchases with other grain of like quality immediately upon receipt, it would not be possible for the landlord to identify it, hence he could not levy against it. If the Supreme Court has not reversed this decision, and we have no reason to presume that it has, the regular grain dealer in Illinois who exercises ordinary caution in buying grain from tenants need have no fear of being required to pay for grain a second time. This applies with special force to Howell's case recited in "Communicated" this number. Regular dealers everywhere as well as the publishers of this journal would consider it a great favor if others who have had experience in this matter would give us an account of it for publication.

One house of the Missouri Legislature has passed a bill forbidding the mixing of grain. It is truly remarkable what fantastical bills these shrewd statesmen can prepare. Such legislation would be an invasion of the personal rights of a citizen as defined by the constitution of the United States, hence would not stand. A man has a right to do as he wishes with his own as long as he does not interfere with the rights of others.

If the railroads were disposed to discourage loading from wagons to cars, they could give the regular grain dealer cars when he applies for them, and it would not be necessary for him to stop buying until the farmers had stopped applying for cars. Some of the railroad managers who have discovered the advantage of treating the country elevator man with fairness have made a rule governing the distribution of cars, which compels station agents to give the applicant, who has the grain in sight ready to load, cars before any others. Such a rule in-

creases the earnings of the railroad companies' rolling stock and encourages their soliciting freight agents who build their own depots and pay for the privilege of diverting grain to the company's line.

Mr. Robert I. Hunt of the grain firm of Sufferin, Hunt & Co., Decatur, Ill., sailed on the steamship Umbria of the Cunard Line from New York on March 6. Mr. Hunt will remain abroad two months, visiting some of the principal points of interest in Great Britain and on the continent, combining business with pleasure. His many friends will wish him a pleasant time and a safe return.

A Kansas City grain man who uses his elevator for storing his own grain only is opposing in the courts the efforts of the city to make him pay a license fee of \$50 per year. It might as well attempt to charge him a license fee for his barn where grain for his horse is stored. Primarily a license fee is designed to assist in the regulation of traffic, and it might be proper to levy same upon a public elevator which handles the grain of different owners for a compensation, but when levied upon a private elevator it can result only in unnecessary and unjust taxation.

Some of the agricultural papers are agitating the repeal of the internal tax on alcohol used in the arts. Commercial alcohol sells wholesale at about 14 cents per gallon, but the tax amounts to \$2.06 per gallon. The consumption of alcohol in the arts is enormous, and a senate committee has lately stated its belief that to take the tax off the alcohol thus used would open a market for 30,000,000 bushels more corn. Of course the trouble comes in discriminating between the alcohol used in the arts and that used in the manufacture of spirituous beverages, and the internal revenue department has declared its inability to frame regulations that would tax the one and leave the other untaxed. It is certainly to be deplored that a market for so much of our corn is cut off because of inability to discriminate between the uses to which alcohol is to be put.

In this number the Secretary of the Grain Dealers' National Association gives a short summary of a few of the things accomplished by the Association and makes the complaint that he has not received enough kicks from members. The Secretary is now giving his entire time to the Association and is in an advantageous position to secure the settlement of claims against railroad and telegraph companies, receivers and buyers. It is better for dealers to settle disputed claims if possible, but when they fail they should not give it up, but place it in the hands of the National Association. The name alone of that organization carries with it considerable influence and few who depend upon regular grain dealers for any portion of their business will have the temerity to incur its ill will. The Association is organized primarily to protect and advance the interests of regular grain dealers and it is the duty of every member not only to point out to the Secretary how it can advance the interests of his grain business, but to file statement of claims and troubles with the Secretary for settlement.



## EDITORIAL MENTION

According to a municipal law all grain is now sold in Montreal by weight.

North Dakota has repealed the law relating to the eradication of the Russian thistle, and has refunded to the counties the tax collected by the state for this purpose.

A Chicago paper contains a long editorial entitled "What the National Board of Trade Can Do." It is not very nice for a leading journal to talk that way about a dignified and able body of men.

Reports from some shippers are to the effect that shortages in grain shipments to Chicago are decreasing in number and amount. It is to be hoped the experience of all shippers bears out the reports.

Two years ago a Chicago shipper sent in a claim for 70 cents for repairs to a grain car door which he had paid out. The railway authorities now profess willingness to take up this claim and want further particulars.

Some Illinois farmers will sow spring wheat this season owing to the freezing of the winter wheat. Many years ago considerable spring wheat was grown in the state, and no doubt it could be grown again if properly handled.

Regular grain dealers of several Illinois districts have been unable to get cars to ship grain for some time, yet none of the roads have offered to pay any demurrage on account of the delay. The charge for delay should be made reciprocal or abolished.

Massachusetts has a new law which provides for the analyzing and publishing of analysis of samples of concentrated commercial feedstuffs. It requires and has appropriated money to carry out the work. This may prove of advantage to Western shippers of coarse grain.

The unusual number of fires in large grain elevators during recent months has prompted owners of some of the old ones to equip them with automatic sprinklers and other apparatus for extinguishing fires, and given the steel structures a boom with those who propose to build.

If you have any trouble with local dealers, transient shippers or the common carriers which you are unable to settle, refer it with all particulars and papers to your local association. If it is as strong as it should be, the matter will be settled upon request from it and without any quibbling.

An Iowa seed concern is introducing a new grain known as "Spiltz," or, botanically speaking, *Triticum Spelta*. It resembles barley and is said to be intermediate between wheat and barley. It is said to yield well on poor soil and to possess a higher feeding value than either barley or oats. The statement that it is the rye grown in Egypt in the time of Moses is a

mere fanciful story, and it would be better to let the grain travel on its own merits. We have not heard anything of its value as food for man.

We have it from reliable authority that the big meeting of elevator men held at Atchison last month to organize an export association, notices of which were given wide circulation, was not held at all. An Associated Press reporter was simply trying to cast a shadow on the fake reports from Sleepy Eye.

An effort has been made to enact an amendment to the Washington grain inspection law which will permit dealers to conduct their business without inspection, if both parties to the transaction are agreeable, but the bill failed to pass. If neither party wants the inspection it is an imposition to force it upon them.

It is to be hoped that the winter wheat situation is not so bad in Illinois as the State Agricultural Bureau makes it. If it turns out to be as represented, Illinois will harvest less than 10,000,000 bushels, the smallest crop of winter wheat for more than a generation; for even in 1893 the crop reached 15,000,000 bushels.

The Milwaukee Chamber of Commerce has reduced the weighing charges on grain going into elevators from 40 cents to 35 cents per bushel and the charge for inspection of grain from elevators to vessels from 40 to 25 cents per 1,000 bushels. Both of these reductions will go into effect April 1. St. Louis is yet to be heard from.

The directors of the Chicago Board of Trade have censured a grain sampler for acting as sampler for both buyer and seller and instructed all official samplers not to act for both parties unless each gives his written consent. Slowly but surely the sampling of grain at terminals is being improved. However, it is a long ways from perfection.

There has been some talk of the Investigating Committee of the New York Legislature investigating the Buffalo elevator pool, but it seems to have ended in talk. If the Legislature would enact a law to require all public elevators to transfer grain for all comers without discrimination for the legal rate it would reduce the need of an investigation into the affairs of the Buffalo leech.

The Maine Legislature has been considering a bill providing for the regulation of the sale and analysis of concentrated feed stuffs. It requires the analysis of all such feedstuffs by the State Agricultural Experiment Station at 25 cents a ton. This would give the station an income, but prove a severe tax on the trade, and the Portland grain dealers are vigorously protesting against the passage of the bill.

Not one of the grain dealers' associations has established a black list for receivers and buyers who do things that regular grain dealers cannot approve of nor afford to tolerate. Receivers and buyers who are guilty of uncommercial conduct, of soliciting grain shipments from or sending bids to irregular shippers or farmers, who misreport sales or refuse settlement, should be reported to the secretary and a state-

ment of the trouble sent to each member of the organization. If an association is ever to obtain the support of the trade it must make its influence felt continually. In this work any organization will receive the hearty support of all receivers and Eastern buyers who are guided by honest impulses and strive to conduct their business fairly.

The cases against the Chicago public elevator men commenced by the state some time ago will not be dropped and the public elevator men will find it necessary to stop dealing in grain. This will inure to the benefit of the country buyers, who have had to compete with the elevator men for grain, and also to the advantage of the shippers, who have experienced considerable trouble in getting wheat out of Chicago elevators.

Regular grain dealers who are eligible to membership in the Grain Dealers' National Association can secure membership in that organization and one year's subscription to the "American Elevator and Grain Trade" by filling in the application blank published in the back part of this number and sending, together with \$10, to Mitchell Bros. Co., 184 Dearborn street, Chicago. If the application is not accepted the money will be refunded.

A French scientific experimenter has been testing oats to determine their value for seeding purposes, with the result that he gives a very simple test that can be employed by anyone. He immersed the oats in water, separated those that sank to the bottom from those which floated, and planted them separately. He also planted some of the oats not thus separated, but from the same parcel. The results showed that the oats that sank to the bottom yielded the greatest quantity by weight, the best yield to the superficial surface planted and the heaviest straw.

The Missouri Legislature stirred up a big row in its efforts to change the grain inspection law so as to make the inspector elected by the people every two years. The move was bitterly opposed by the Warehouse Commissioners, who do not wish to give up their positions as pie cutters for the inspection department. The Missouri department has the worst record of any of the political grain inspection departments, and a change which will take the positions in it away from politicians who have nothing to do with the work of the department surely can make matters no worse.

The Review of the River Platte, published at Buenos Ayres, publishes some figures of the wheat acreage and production of the province of Entre Rios, in the Argentine Republic, which it says are "ominous," and that "the agriculturist may well be forgiven if he loses heart." The figures show that in 1893 the wheat acreage was 284,000 hectares, and the production 331,000 tons, or something over 11,000,000 bushels. In 1896, the fourth harvest from that date, the acreage went down to 260,000 hectares, and the production to 34,000 tons, or a trifle over 1,000,000 bushels. While the acreage has not declined to any considerable extent the crops have been progressing poorer, being 11,000,000 bushels in the province in 1893, 5,770,000 bush-



els in 1894, 3,200,000 bushels in 1895, and 1,100,000 bushels in 1896. Surely that is a record of disaster equaled only in our semi-arid district in the far west.

The Illinois Railroad and Warehouse Commission is considering the advisability of securing the amendment of the Illinois law so that they will be permitted to establish state inspection of grain at East St. Louis. For a number of years the inspection has been in charge of the Merchants' Exchange of St. Louis, and so much grain has been diverted from that city that the Missouri Commission is very anxious to have the Illinois Commission take charge of the work.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri is after its St. Louis members who cut commissions. The shipper who expects to get the service of a grain commission man for less than the work can be done for, and be done well, is not likely to get as good service as those who pay a fair commission, and he may lose in other ways as well. If you want honest and earnest service encourage the commission man in giving it by paying him for it.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri will hold its annual meeting at the Grand Hotel, Council Bluffs, Ia., March 23, at 3 p. m. Every regular dealer of its territory will be welcome and should be present. The association has been doing work of value to all the dealers of its district and merits the hearty support of everyone. Its success will facilitate the success of every member, hence everyone should make a vigorous effort to help push along its work.

A bill has been passed by the Senate of the South Dakota Legislature providing for an increase in the warehouse license from \$1 to \$10, the resulting fund to be used in employing a lawyer to secure the enforcement of the state warehouse laws. The tax will be an extra burden upon the grain trade, and will be paid by the producer and consumer. The farmers might as well provide for a specific tax upon every bushel of grain hauled to market; they would find it just as difficult to escape.

According to the report of the Bureau of Statistics breadstuffs exported in the seven months ending February 28 were valued at \$136,951,789, against \$94,224,249 for the same period of the preceding season; and the breadstuffs exported in February were valued at \$15,006,657, against \$13,553,849 in February, 1896. The value of exports during the eight months ending February 28, as compared with the same time in 1895-96, was as follows: Barley, \$5,751,632 against \$1,665,995; corn, \$33,362,862 against \$25,998,087; oats, \$5,828,899 against \$742,259; rye, \$2,258,907 against \$24,079; wheat, \$47,732,318 against \$27,780,224. The amounts (in bushels) exported in February, as compared with February, 1896, were: Barley, 734,031 against 320,803; corn, 22,044,681 against 12,747,927; oats, 1,896,550 against 502,661; rye, 656,546 against 36,693; wheat, 3,770,851 against 4,980,233. Corn meal, 53,106 against 20,473 barrels; oatmeal, 3,959,135 against 3,137,490 pounds; wheat flour, 973,332 against 1,472,035 barrels.

## Trade Notes

In business, fortunes are not realized  
Unless your goods are amply advertised.

The Charter Gas Engine Co., Sterling, Ill., reports orders on its books for the "Sterling" Portable Engine for Mexico, besides Charters.

The B. S. Constant Co. of Bloomington, Ill., writes us that there are prospects for a good business this season, and that the company expects to be crowded with work, if good spring weather obtains.

R. R. Howell & Co. of Minneapolis, Minn., recently exhibited a working model of a new motor they are manufacturing. It is the Wright Novelty Common Sense Motor, and those who saw it are said to have been surprised at its simplicity and good work.

The Foos Gas Engine Co. at Springfield, Ohio, has been reorganized, Hon. P. P. Mast having sold out his half interest. The directors of the new company are: John Foos, Scipio E. Baker, George Foos, Robert H. Foos and E. N. Lupfer. The capital stock is \$50,000.

The Weller Mfg. Co. of Chicago, Ill., reports an excellent business outlook. It has had a full force of men working for some time and has supplied a number of new plants with complete equipments of grain elevating and conveying machinery since the first of the year.

D. A. Robinson has sued Barnett & Record for \$50,000 damages, and also a judgment for the amount of profits accrued to the defendants by virtue of their manufacture and sale of certain improvements on grain spouts, which Robinson claims to own, he having purchased the patents from John Simpson, the inventor.

The Invincible Grain Cleaner Co., Silver Creek, N. Y., writes us that each month's business since its works started has shown an increase over the previous month's trade. February, 1897, while naturally a dull month, was no exception to the rule, and was the largest month in the history of the business. The company is looking forward to a good trade the present season.

In 1898 the second International Exhibition of Motors and Machine Tools will be held at Munich, Bavaria. It will be open from June 11 until October 10. The exhibition will comprise: Group I: Motors, gas, petroleum, benzine, steam and hot air engines, machinery driven by water and wind power, and electro motors up to 10 horse power. Group II: Machine tools, hand tools and implements. Group III: Auxiliary machines, as pumps, ventilators, electrical arrangements, safety appliances, apparatus, auxiliary materials, etc. Group IV: Manufacturing processes in operation and machinery in motion. Group V: Special technical literature.

W. W. Stephens & Co., 133 and 135 S. Clinton Street, Chicago, make a specialty of machinery and supplies for grain elevators, oil mills, rice mills, breweries, malt houses and starch factories. The announcement in their new catalogue for 1897 contains the following: "Our business has grown during the past year beyond our expectations, and we attribute this growth to the fact that our goods and prices must be of such a character as to warrant it. We present in this catalogue a much larger line than heretofore, and, with increased facilities for handling business, we are better prepared than ever before to give our trade satisfactory service in every respect."

A new elevator-building firm will soon make its bow to the trade. It will be known as the Moulton-Starrett Co., and have offices in the Fisher building, Chicago. Its President will be Col. G. M. Moulton, who has had many years' experience in the designing and building of grain elevators. He was a member of the well-known firm of J. T. Moulton & Son, which was established in 1872. From 1882 to the day of its dissolution G. M. Moulton was the moving spirit in the firm. Two years ago the old firm of J. T. Moulton & Son was merged with the Guaranty Construction Co., and it in addition to general building has designed and erected several grain elevators.

On April 1 the new company will commence business, and special attention will be given to the designing and building of grain elevators of any capacity. Theodore Starrett, who will be a member of the new company, has had long and successful experience in general construction. The elevator department of the new company will be under the supervision of John M. Witherspoon, who has been with the Macdonald Engineering Co. since its organization, and formerly was with the Metcalf-Macdonald Co.

## Grain Dealers' Associations.

THE GRAIN, HAY AND FEED RECEIVERS' ASSOCIATION OF CINCINNATI.

President, Chas. S. Maguire; secretary, Peter Van Leunen; treasurer, James A. Loudon.

SOUTHERN NEBRASKA GRAIN MEN'S PROTECTIVE ASSOCIATION.

President, George Adams, Weeping Water; secretary, William Coon, Elmwood.

THE GRAIN RECEIVERS' AND SHIPPERS' ASSOCIATION OF CHICAGO.

President, John Hill Jr.; vice-president, S. H. Greeley; secretary, W. N. Eckhardt; treasurer, Wm. Nash.

CAR GRAIN ASSOCIATION OF BUFFALO.

President, Charles Kennedy; vice-president, J. H. Rodebaugh; treasurer, W. V. Downer; secretary, S. W. Yantis.

THE GRAIN RECEIVERS' ASSOCIATION OF MINNEAPOLIS.

President, A. M. Woodward; vice-president, W. G. Nicholls; secretary, Wm. B. Mohler; treasurer, H. W. Commons.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

OHIO GRAIN DEALERS' ASSOCIATION.

President, J. W. McCord, Columbus; vice-president, J. B. Van Wagener, London; treasurer, G. T. Chamberlain, Columbus; secretary, Huntington Fitch, Columbus.

GRAIN SHIPPERS' ASSOCIATION OF NORTHWESTERN IOWA.

President, E. J. Edmonds, Marcus; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Butler, Schaller.

THE GRAIN DEALERS' ASSOCIATION OF SOUTHWESTERN IOWA AND NORTHWESTERN MISSOURI.

President E. H. Vanschioack, Griswold, Iowa; treasurer, J. B. Samuels, Riverton, Iowa; secretary, G. A. Stibbens, Coburg. Governing committee, D. Hunter, F. M. Campbell, J. Auracher, J. B. McKown and Ed. F. Rose.

NEBRASKA GRAIN BUYERS' ASSOCIATION.

President, N. A. Duff, Nebraska City; vice-president, F. L. Harris, Omaha; secretary, J. E. Utt, Omaha; treasurer, James Sewell, Hastings; Board of Governors, W. H. Ferguson, H. E. Clark, W. E. Kinsella, W. B. Jaquith, S. F. James, R. T. Lamson, N. A. Duff.

GRAIN DEALERS' ASSOCIATION OF KANSAS.

President, H. B. Heatt, Willis; vice-president, J. W. Thomas, Home; treasurer, J. G. Elliott, Holton; secretary, E. J. Smiley, Dunavant. Board of directors, the president, the secretary, and L. Cartley, Muscotah; Frank Thoman, Summerfield, and W. O. Sturgen, Valley Falls.

GRAIN DEALERS' NATIONAL ASSOCIATION.

President, E. S. Greenleaf of Jacksonville, Ill.; first vice-president, P. S. Heacock, Falls City, Neb.; second vice-president, E. A. Grubbs, Greenville, Ohio; secretary W. H. Chambers, Hepburn, Iowa; treasurer, J. W. Adams, Minneapolis, Minn. Board of Directors: M. McFarlin, Des Moines, Iowa; Theo. P. Baxter, Taylorville, Ill.; A. E. Hartley, Goodland, Ind.; Fred L. Harris, Omaha, Neb.; A. E. Clutter, Lima, Ohio.

D. S. Beals, Detroit, Mich., writes us: I can't get along without the "American Elevator and Grain Trade." Every number is valuable; it is always full of good news.



## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since February 15 has been as follows:

February.	NO. 2 R.W. WHT.		NO. 2 SP WHT.†		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 3 BARLEY.		NO. 1‡ FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	84	85½	.....	.....	21½	22	15½	16	32½	32½	23	32	74	74
16.....	81	84	.....	.....	21½	21½	15½	15½	32½	32½	23	32½	74	74
17.....	84½	85	.....	.....	21½	22	15½	15½	32½	32½	23	32½	74	74
18.....	85½	85½	.....	.....	22	22½	15½	16½	32½	32½	24	32	74	74
19.....	85½	85½	.....	.....	22½	22½	15½	15½	33	33	25	33	74	74
20.....	86½	87	.....	.....	22½	23	16	16	33½	34	24	32	76	76
21.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.....	86	88	79	79	22½	23	16½	16½	33½	33½	23	32	75	75
23.....	84	84½	.....	.....	22½	23	16½	16½	33	33	23	32	74	74
24.....	.....	.....	.....	.....	22½	23	16½	16½	33	33	23	32	74	74
25.....	.....	.....	.....	.....	22½	23	16	16½	33	33	23	32	74	74
26.....	.....	.....	.....	.....	22½	23	16	16½	32½	33½	24	30	74	74
27.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mar.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.....	44	85½	.....	.....	22½	23	16	16½	33½	33½	23	32	76½	76½
2.....	86½	86½	.....	.....	23	23½	16½	16½	33½	33½	23	30	76	76
3.....	83½	85	.....	.....	23	23½	16½	16½	33	33	23	31	76	76
4.....	86	86	.....	.....	23	23½	16½	16½	33	33	23	30	76	76
5.....	86½	87	.....	.....	23	23½	16	16	34	34	25	30	76	76
6.....	86½	86½	.....	.....	23½	23½	16½	16½	34	34	25	31	76	76
7.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.....	85	86	82	82	23½	23½	16½	16½	33½	33½	25	31	77½	78
9.....	85½	85½	.....	.....	23½	23½	16½	16½	34	34	24	32	77	78
10.....	86	86½	.....	.....	23½	23½	16½	16½	34	34	23½	32	77	78
11.....	85½	85½	.....	.....	23½	23½	16½	16½	33½	34	24	31	77	78
12.....	84	84	.....	.....	23½	23½	16	16	34	34	24	30	77	78
13.....	86½	86½	.....	.....	23½	23½	16½	16½	33	33	24	30	77	78
14.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*Holiday. †Free on board, switched and delivered. ‡Free on board or switched. §On track or to go to store.

During the week ending February 20 Prime Contract Timothy sold at \$2.55@2.60 per cental, Prime Contract Clover Seed at \$7.50@8.00, Hungarian at \$0.50@0.60, German millet at \$0.55@0.70, buckwheat at \$0.50@0.60 per 100 pounds.

During the week ending February 27 Prime Contract Timothy sold at \$2.60@2.70 per cental, Prime Contract Clover Seed at \$7.50, Hungarian at \$0.50 @0.60, German millet at \$0.55@0.75, buckwheat at \$0.50@0.60 per 100 pounds.

During the week ending March 6 Prime Contract Timothy sold at \$2.55@2.75 per cental, Prime Contract Clover Seed at \$7.50, Hungarian at \$0.50@0.60, German millet at \$0.55@0.75, buckwheat at \$0.50@0.60 per 100 pounds.

During the week ending March 13 Prime Contract Timothy sold at \$2.70@2.75 per cental, Prime Contract Clover Seed at \$7.50@7.75, Hungarian at \$0.50 @0.60, German millet at \$0.55@0.70, buckwheat at \$0.50@0.60 per 100 pounds.

## RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of February, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	66,128	66,387	22,252	50,240
Corn, bushels.....	627,266	250,204	420,747	59,696
Oats, bushels.....	353,557	225,228	187,249	110,355
Barley, bushels.....	92,150	102,373	2,103	1,85
Rye, bushels.....	13,532	31,187	544	19,805
Clover Seed, bags.....	8,391	8,021	5,772	7,233
Timothy Seed, bags.....	2,738	4,740	4,023	4,963
Other grass seeds, bags.....	3,219	4,532	4,530	7,544
Hay, tons.....	5,467	4,910	2,906	1,415
Flour, barrels.....	197,521	196,745	169,013	158,470
Malt, bushels.....	65,305	64,791	30,262	52,251

## RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of February, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, centals.....	313,364	1,056,500	398,317	918,303
Corn, ".....	53,350	59,160	2,096	580
Oats, ".....	42,640	65,030	1,750	1,724
Barley, ".....	166,746	195,371	25,639	47,135
Rye, ".....	1,800	57,191	.....	.....
Flaxseed, centals.....	1,094	2,585	.....	.....
Hay, tons.....	9,022	10,902	547	673
Flour, barrels.....	74,067	162,598	67,566	107,917

Grain in store March 1, 42,000 tons.

Grain in store March 1, throughout state, 165,000.

The Joint Traffic Association has ordered a reduction of the rate on corn, Chicago to Halifax and St. Johns, in carload lots from 30 cents to 25 cents per 100 pounds.

## RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of February, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	62,400	142,200	78,200	114,500
Corn, bushels.....	2,581,450	1,845,150	1,278,650	821,000
Oats, bushels.....	1,168,650	1,285,100	1,184,200	1,269,550
Barley, bushels.....	130,900	252,200	127,300	238,600
Rye, bushels.....	10,200	19,800	600	7,300
Mill Feed, tons.....	255	1,653	6,614	6,497
Seeds, pounds.....	390,000	240,000	505,400	90,000
Broom Corn, pounds.....	45,000	300,000	15,000	155,950
Hay, tons.....	2,340	7,290	1,510	3,030
Flour, barrels.....	23,100	42,900	22,690	41,100
Spirits and Liquors, bbis.....	675	525	17,526	14,612
Syrup and Glucose, bbis.....	3,200	1,250	47,210	36,787

## RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of February, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	399,750	597,501	88,790	169,750
Corn, bushels.....	72,800	125,450	20,150	3,900
Oats, bushels.....	809,000	468,000	471,907	423,000
Barley, bushels.....	720,500	1,037,005	486,371	489,918
Rye, bushels.....	110,400	98,585	1,200	15,000
Grass Seed, pounds.....	384,610	889,610	581,710	462,800
Flaxseed, bushels.....	35,500	23,540	17,980	12,180
Hay, tons.....	1,731	1,465	225	317
Flour, barrels.....	151,600	222,350	305,269	357,512

## RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of February, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	3,132,040	5,379,050	647,450	1,265,160
Corn, bushels.....	125,440	145,540	54,560	206,790
Oats, bushels.....	976,290	730,480	987,100	569,750
Barley, bushels.....	295,180	118,160	187,710	22,880
Rye, bushels.....	59,660	43,960	83,880	34,520
Flaxseed, bushels.....	102,280	73,040	37,380	28,610
Hay, tons.....	1,408	1,363	30	80
Flour, barrels.....	9,679	10,309	823,094	862,076

## RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of February, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	1,229,779	3,315,526	17,094	169,540
Corn, bushels.....	24,027	46,587	.....	5,477
Oats, bushels.....	438,193	236,474	14,728	42,410
Barley, bushels.....	532,116	7,798	833	3,330
Rye, bushels.....	130,696	22,086	1,232	.....
Grass seed, pounds.....	127,835	103,495	4,894	4,799
Flour, barrels.....	.....	39,400	100,165	236,150
Flour production Duluth and Superior.....	95,825	235,820	.....	.....

## RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of February, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, cars.....	576	786	455	.....
Corn, cars.....	4,174	1,089	2,098	.....
Oats, cars.....	330	343	250	.....
Barley, cars.....	.....	8	.....	.....
Rye, cars.....	17	.....	20	.....
Flaxseed, cars.....	17	.....	9	.....
Hay, cars.....	817	1,295	471	.....
Flour, cars.....	.....	.....	96	.....
Brans, cars.....	10	6	5	.....

## RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during February, 1897 and 1896, of seeds, hay and broom corn:

Receipts.	Timothy, lbs.	Clover, lbs.	Other Grass Seeds, lbs.	Flax-seed, bu.	Broom Corn, lbs.	Hay, tons.
1897.....	3,215,147	1,205,498	479,140	355,631	270,405	22,948
1896.....	4,712,050	775,040	410,925	524,232	1,738,360	32,086
Shipments.....	5,226,309	3,020,218	1,206,037	134,049	709,904	2,664
1896.....	5,680,563	1,434,874	965,833	274,953	735,102	16,163

## RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of February, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	239,872	482,476	760,045	418,530
Corn, bushels.....	3,695,224	1,611,376	3,292,674	929,329
Oats, bushels.....	1,254,000	623,762	378,378	331,250
Barley, bushels.....	291,750	261,600	5,580	10,300
Rye, bushels.....	20,300	16,328	32,422	17,596
Hay, tons.....	16,745	20,985	7,579	13,708
Flour, barrels.....	89,465	105,400	111,197	168,261

## RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of February, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	114,721	110,857	17,567	8,024
Corn, bushels.....	63,678	214,291	49,548	90,238
Oats, bushels.....	64,888	158,071	14,615	7,079
Barley, bushels.....	67,568	192,025	.....	.....
Rye, bushels.....	55,847	6,577	54,250	.....
Hay, tons.....	9,120	19,469	4,250	13,425
Flour, barrels.....	.....	.....	.....	.....



## INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during the month of February, 1897, was graded as follows:

## WINTER WHEAT.

Railroad.	White.			Hard.			Red.			No G'de.
	2	3	4	1	2	3	1	2	3	4
C. B. & Q.	1	2					9	22	14	
C. R. I. & P.				2	11		4	4	8	
Chicago & Alton								2	3	3
Illinois Central				3	1					
Freeport Div., I. C.							1	2		
Galena Div., C. & N. W.				1						
Wis. Div., C. & N. W.	1	6					20			
Wabash							1			
C. & E. I.										
C. M. & St. P.	4	8					30	26		
Chicago & Great West.										
A. T. & S. Fe.					1		1	4		
E. J. & E.										
Through and special				1			8	3		
Wisconsin Central								1		
Total each grade	6	16		8	20		74	78	43	3
Total winter wheat			23			28				198

## SPRING WHEAT.

Railroad.	Colo. rado.			Northern.			No Grade.			White.			Mixed Wheat.
	2	3	4	1	2	3	1	2	3	1	2	3	4
C. B. & Q.							3						
C. R. I. & P.							19	19					
Chicago & Alton													
Illinois Central							6	4					
Freeport Div., I. C.							94	38					
Galena Div., C. & N. W.	1						1	5	4				
Wis. Div., C. & N. W.													
Wabash							1	39	30				
C. & E. I.													
C. M. & St. P.													
Chicago & Great West.													
A. T. & S. Fe.													
E. J. & E.													
Through and special				5	4	7	1						
Wisconsin Central													
Total each grade	1			5	6	174	88	15	1				12
Total spring wheat													

## CORN.

Railroad.	Yellow.			White.			No Grade.		
	2	3	4	1	2	3	1	2	3
C. B. & Q.	47	547	2	49	48	482	68		21
C. R. I. & P.	15	109		3	61	161	134		135
Chicago & Alton	9	235	1	44	8	221	88		1
Illinois Central	33	272	6	36	9	136	45		2
Freeport Div., I. C.	11	16		7	18	17	135		31
Galena Div., C. & N. W.	29	269	4	33	20	200	556		111
Wis. Div., C. & N. W.	5	91		1					
Wabash	9	293	5	130	2	249	64		
C. & E. I.	11	110		6	19	119	316		102
C. M. & St. P.	5	53	1		129	170	25		2
Chicago & Great West.	14	348		45	8	265	32		
A. T. & S. Fe.	2	45		4	5	142	127		14
E. J. & E.	1	98		20		134	119		
Through and special									
Wisconsin Central									
Total each grade	192	2493	24	417	327	2372	229		419
Total corn									8,536

## OATS AND RYE.

Railroad.	OATS.			RYE.		
	White.	2	3	White.	2	3
C. B. & Q.	3	276	28	564	19	20
C. R. I. & P.	2	216	3	639	19	13
Chicago & Alton	1	2	3	173		
Illinois Central	3	22	12	482		
Freeport Div., I. C.	49	229	8	164	15	
Galena Div., C. & N. W.	34	798	36	581	30	
Wis. Div., C. & N. W.	158	249	2	11	3	
Wabash	15	1	140		14	
C. & E. I.	6	10	324		2	
C. M. & St. P.	119	1022	93	323	3	
Chicago & Great West.	4	199	20	82		
A. T. & S. Fe.	5	89	38	130		
E. J. & E.	8		33			
Through and special	2	6	1	18		
Wisconsin Central	1	39		2		
Total each grade	3+2	3178	255	3566	52	123
Total oats and rye					7,433	69

\* White Clipped.

## BARLEY.

Railroad.	Bay Brewing.			Chevalier.			No Grade.			Total No. Cars all Grn by Roads
	2	3	4	1	2	3	1	2	3	
C. B. & Q.							124	51	2	2,975
C. R. I. & P.							107	110	16	1,835
Chicago & Alton										791
Illinois Central										1,067
Freeport Div., I. C.							51	178	12	965
Galena Div., C. & N. W.							210	83	4	3,157
Wis. Div., C. & N. W.							395	25	7	942
Wabash										1,002
C. & E. I.										3,351
C. M. & St. P.							2	704	27	824
Chicago & Great West.							58	62	6	189,892
A. T. & S. Fe.							1	5	3	401
E. J. & E.								15		439
Through and special										48
Wisconsin Central										
Total each grade							11	1654	729	19,196
Total barley										2,492
Total grain, cars										19,196

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, March 13, 1897, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		50,000	100,000		5,000
Baltimore	532,000	2,225,000	271,000		84,000
Boston	680,000	1,038,000	146,000		1,000
Buffalo	1,138,000	112,000	193,000		124,000
do. afloat	210,000	225,000	81,000		95,000
Chicago	200,000	3,867,000	618,000		194,000
do. afloat	3,000	2,000	9,000		101,000
Cincinnati	297,000	98,000	12,000		40,000
Detroit					
Duluth	5,005,000	46,000	1,949,000		805,000
do. afloat	402,000				
Indianapolis	121,000	94,000	2,000		
Kansas City	370,000	133,000	176,000		7,000
Milwaukee	255,000	5,000	12,000		451,000
do. afloat					92,000
Minneapolis	15,495,000	73,000	822,000		22,000
Montreal	461,000	22,000	563,000		59,000
New York	2,401,000	4,618,000	1,849,000		272,000
do. afloat	787,000	229,000			8,000
Oswego	16,000				
Peoria	32,000	127,000	93,000		9,000
St. Louis	390,000	1,699,000	133,000		19,000
do. afloat	619,000	2,108,000	324,000		25,000
Toledo	946,000	2,023,000	56,000		99,000
do. afloat					
Toronto	208,000		64,000		39,000
On Canals					
On Lakes					
On Miss. River		205,000	22,000		
Total	41,499,000	28,795,000	13,528,000	3,616,000	3,335,000
Corresponding date 1896	62,123,000	14,886,000	7,410,000	1,467,000	1,533,000

## GRAIN IN STORE AT OTHER POINTS.

In addition to the above there was in store, at the points named below, on the tenth day of the month, the following grain:

	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
March 10, 1897	193,780	1,785,917	321,619		
March 10, 1896					

The grain included in the foregoing table was stored at the following points:

Eria, Pa., 179,800 bushels wheat. Reported by D. Benson, Secretary Board of Trade.  
Newport News, Va., 99,880 bushels corn; 63,385 bushels oats. Reported by W. S. Upshur, agent Chesapeake & Ohio Grain Elevator Co.  
Galveston, Texas, 538,998 bushels corn. Reported by J. J. Davis, Assistant Secretary Galveston Wharf Co.  
Ogdensburg, N. Y., 1,118,000 bushels corn; 231,300 bushels oats. Reported by J. G. Westbrook of the Ogdensburg Terminal Co.  
Richmond, Va., 14,980 bushels wheat; 9,039 bushels corn; 26,934 bushels oats. Reported by F. E. Swain, agent in charge of Richmond Elevator.

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the thirty-six weeks ending March 6, for the last three years, according to the Cincinnati Price Current were as follows:

	1896-7.	1895-6.	1894-5.
St. Louis	10,162,000	10,350,000	8,476,000
Toledo	6,746,000	5,459,000	13,177,000
Detroit	2,634,000	1,894,000	3,506,000
Kansas City	6,740,000	7,343,000	5,919,000
Cincinnati	847,000	836,000	838,000
Winter	27,129,000	25,882,000	31,916,000
Chicago	17,187,000	20,360,000	21,784,000
Milwaukee	6,436,000	7,946,000	4,919,000
Minneapolis	49,300,000	62,506,000	41,448,000
Duluth	39,588,000	46,253,000	29,357,000
Spring	112,811,000	137,065,000	97,538,000
Total, bus. 36 weeks	139,940,000	162,947,000	129,454,000

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 19 months ending with February, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1896-97.	1895-96.	1896-97.	1895-96.
August	1,770,190	1,257,850	1,080,659	538,860
September	1,627,480	1,739,050	1,399,514	1,159,128
October	2,014,920	1,957,450	515,159	1,026,467
November	874,640	1,202,300	259,916	462,422
December	643,272	817,650	5,692,037	452,984
January	362,500	493,900	230,267	214,513
February	344,520	359,700	137,185	189,892
March		384,450		303,301
April		247,500		259,137
May		273,350		447,311
June		237,600		257,531
July		409,750		546,339
Total bushels	7,637,492	9,458,550	9,294,737	5,857,785

## GRAIN AND BREADSTUFFS IN THE NEW TARIFF BILL.

The new tariff bill, which will be presented immediately on the opening of the special session of Congress, contains a number of important changes in Schedule G, which comprises agricultural produce and products. We give the articles and rates so far as they affect the grain trade:

Barley, 30 cents per bushel of forty-eight pounds.  
Barley malt, 45 cents per bushel of thirty-four pounds.  
Barley, pearled, patent, or hulled, 2 cents per pound.  
Buckwheat, 15 cents per bushel of forty-eight pounds.  
Corn or maize, 15 cents per bushel of fifty-six pounds.  
Corn meal, 20 cents per bushel of forty-eight pounds.  
Oats, 15 cents per bushel.  
Oatmeal, 1 cent per pound; rolled oats, oat hulls, 10 cents per 100 pounds.  
Rice, cleaned, 2 cents per pound; uncleaned rice, 1 1/4 cents per pound; paddy, three-quarters of 1 cent per pound; rice flour, rice meal, and rice, broken, which will pass through a sieve known commercially as No. 12 wire sieve, one-fourth of 1 cent per pound.

Rye, 10 cents per bushel.  
Rye flour, one-half of 1 cent per pound.  
Wheat, 25 cents per bushel.  
Wheat flour, 25 per cent. ad valorem.  
Beans, 40 cents per bushel of sixty pounds.  
Broomcorn, \$8 per ton.  
Hay, \$4 per ton.  
Hops, 15 cents per pound.  
Peas, green, in bulk or in barrels, sacks or similar packages, 40 cents per bushel of sixty pounds; peas, dried, 20 cents per bushel; split peas, 50 cents per bushel of sixty pounds; peas in cartons, papers or other small packages, 1 cent per pound.  
Potatoes,



# ELEVATOR

## GRAIN NEWS

Another elevator may be erected at West York, Ill.

A new elevator has been completed at Portland, Neb.

An elevator is soon to be erected at Jonestown, Ohio.

It is said that an elevator will be erected at Mendota, Ill.

Another elevator may be erected at Pleasant Plains, Ill.

John Smith has established a grain store at S. Portland, Maine.

J. W. Clark has leased the C. & N. W. Elevator at Clinton, Iowa.

It is reported that a new elevator has been erected at Gilman, Ill.

L. D. Ridley has retired from the grain business at Alfred, Maine.

It is said that an elevator will be erected at Hanley, Iowa, this spring.

Cadwell Bros. will erect a wheat and bean elevator at Stanton, Mich.

William Knoke is preparing to build an elevator at Belmore, Ohio.

It is said that an elevator will be erected at Saline, Mich., this spring.

Geising & Co. will build a 30,000-bushel elevator at Farmington, Mo.

Mr. Ingram of Kemp, Ill., will engage in the grain business at Metcalf.

Moses Joyce will build an elevator at Emmett, Mich., in the spring.

It is reported that Joseph Rose will erect an elevator at Lewiston, Ill.

There is no elevator at Hamilton, Ont., and one is said to be needed there.

Farmers in the vicinity of Tea, S. D., are thinking of building an elevator.

A. B. Amerige, dealer in grain and hay at Malden, Mass., assigned recently.

Preparations are being made for the erection of an elevator at Mattoon, Ill.

Brennan Bros. of Leeds, Ill., will erect an elevator at that place to cost \$5,000.

J. L. Ginn & Son have about completed their new elevator at Jamestown, Ohio.

D. E. Cain has opened a general grain, hay and feed store at Fairfield, Maine.

A gasoline engine has been put in Westhoff & Sons' elevator at O'Fallon, Mo.

S. I. Stump, produce dealer of Armada, Mich., will build an elevator at that place.

John Watson of Houlton, Maine, will erect a large potato starch factory at Smyrna.

E. A. Chase has succeeded J. H. West Jr., dealer in grain and coal at Virginia, Neb.

It is said that Lee D. Long will erect an elevator and flouring mill at Gas City, Ind.

H. Mecum has sold his grain business at Hanley, Iowa, and removed to Des Moines.

D. E. Cain has opened a general grain, hay and feed store at Fort Fairfield, Maine.

Jos. B. Bours of Jacksonville, Fla., will engage in the grain and hay business April 1.

Powell & Parker have engaged in the grain and feed business at Brownsville, Texas.

C. E. West, grain dealer of Arbuckle, Cal., has moved into a new office at that place.

Graden & Bertois, dealers in grain, etc., at Rossland, B. C., have dissolved partnership.

The W. W. Cargill Grain Co. of La Crosse intends to build an elevator at Eau Claire, Wis.

John Thomason intends to put in a dump at Croyden, Ind., and engage in buying grain.

Gooch Bros. & Co. have put in a tread power to operate their elevator at Bellflower, Ill.

A. Goldman is having a building erected at Victoria, Texas, where he will open a grain store.

Hoppes Bros. are about to begin work on the erection of an elevator at Mahanoy City, Pa.

An elevator has been built at Spires, Ill., a new town on the Illinois Central R. R., between Minonk

and Flanagan, and it is said that a great deal of grain is being received there.

G. D. Bollinger has leased an elevator at Everest, Kan., and engaged in the grain business.

Morton Bros. have completed and are now operating their new elevator at Hamburg, Iowa.

The Grand Trunk R. R. Co.'s large elevator at Portland, Maine, was completed March 1.

Frank S. Grubb of Weyauwega, Wis., is contemplating starting an elevator at Stanley.

Lewis & Fattie, grain dealers of Markleville, Ind., have put in a new dump at their elevator.

A. A. Beckwith has purchased Chas. J. King's grain and flour business at Norwich, Conn.

Blair Bros. have succeeded to B. F. McDonald's cottonseed oil mill and gin at Abbot, Texas.

The Grand Trunk R. R. Co. is contemplating the erection of an elevator at Owen Sound, Ont.

The Wright & Hill Linsed Oil Company of Chicago, Ill., will erect an addition to its plant.

Thomas Walter has succeeded H. L. Gill, dealer in grain, produce and coal at Schoolcraft, Mich.

Dutcher & Co. have succeeded J. H. Shields & Co., dealers in hay, grain, etc., at Aberdeen, Wash.

Bryant Bros. have succeeded J. K. Schneek & Co., dealers in grain and lumber at Hudson, Iowa.

The Davis Elevator at Horton, Kan., which has been closed for some time, is again in operation.

Adelbert Badger has succeeded his father, C. N. Badger, in the grain business at Eastford, Conn.

Mr. Jensen has opened a grain and feed store at Ganado, Texas, where he has erected a building.

Sleeper Bros. have bought the grain, coal and grocery business of C. W. Cass at Plaistow, N. H.

Slick & Baker have erected a grain office at Lane, Ill., where W. F. Palmer is buying grain for them.

The Hitz Baking Co. has taken out a permit to build an elevator at Indianapolis, Ind., to cost \$7,000.

N. L. Kalbach has succeeded Lesher & Kalbach, dealers in grain, coal and lumber at Richland, Pa.

Asa Smith, formerly of Morton, Ill., has removed to Lily, where he will engage in the grain business.

C. G. Spaulding's elevator at Mapleton, Minn., which was closed some time ago, has resumed operations.

J. C. Fanton, dealer in grain, coal, etc., at Belle Plaine, Iowa, will build an elevator at a cost of \$5,000.

A stock company is being organized at Sturgis, Ky., for the purpose of building an elevator to cost \$20,000.

The Sioux City Starch Co. of Sioux City, Iowa, is preparing to erect corn cribs of 150,000 bushels' capacity.

The firm of L. S. Jones & Co. was recently organized at Bellflower, Ill., to engage in the grain business.

Jaqui & Co. have let the contract for the erection of an addition to their elevator and mill at Morris-town, N. J.

On May 1 Hinton & Wheeler succeeded the firm of E. Naylor & Co. in the grain and coal business at Fisher, Ill.

C. L. Roberts has opened an office at Grinnell, Iowa, where he has engaged in buying and selling grain on track.

The firm of M. P. Treat & Co. has been organized at Alfordton, Ohio, for the purpose of buying and shipping grain.

D. L. Fitzgerald of Taylor, Iowa, has sold his farm, and expects to engage in the grain business at Emery, S. D.

The National Starch Co. has completed a new elevator at Indianapolis, Ind. It has a capacity of 250,000 bushels.

Geo. B. Spitzer has purchased a 16-horse power Lambert Gasoline Engine to run his elevator at Mount Zion, Ill.

Geo. W. Higgins has purchased a 25-horse power Lambert Gas Engine to run his grain elevator at Shelbyville, Ind.

The Great Western Mfg. Co. of Leavenworth, Kan., is putting machinery in the elevator of John Culp of Warrensburg, Mo., for a 30 to 40 barrel roller mill.

It is announced that the National Storage Company is about to erect a grain elevator at Bayonne, N. J., having a capacity of 500,000 bushels. It is said that the elevator will be so erected that ships

can go to the wharves and load direct, thus obviating the present necessity for the use of tugs.

It is announced that the Southern R. R. Co. proposes to erect two large elevators at Norfolk, Va.

The Sturgis Milling Co. has commenced work on the erection of an elevator at Sturgis, Ky., which will cost \$10,000.

A farmers' elevator may be erected at Mantorville, Minn., where a movement is on foot for the organization of a company.

Geo. S. Lashier has sold his general store at Fall River, Wis., and will give all his time to the grain and lumber business.

The Abilene Roller Mill Co. of Abilene, Texas, will erect a 40,000-bushel elevator to be operated in connection with its mill.

Baluss & Co. have leased the Stout Elevator at Ottawa Lake, Mich., where Edward Dawson will manage their business.

J. Hammer and H. Wilnow have formed a partnership and engaged in the grain and live stock business at Utica, Minn.

The Miller Grain and Elevator Co. of St. Louis, Mo., will place a corn meal and corn flour plant in its elevator at that place.

It is stated that the Northern Grain Co. of Chicago will build a 60,000-bushel elevator and a warehouse at Manitowoc, Wis.

James H. Burns has taken possession of the Hodson elevator at Janesville, Wis., where the merchants want a grain buyer.

Fett, Hochstetler & Hanenstein have purchased Locker & Son's elevator at Bluffton, Ohio, and engaged in the grain business.

W. E. Palmer is continuing the grain and seed business at Centerville, Mich., formerly conducted by his father, O. L. Palmer.

It is now authoritatively announced that the Illinois Central R. R. is not considering the erection of an elevator at Paducah, Ky.

Jacob Heldman is building an addition to his elevator at Jenera, Ohio, and among the improvements added will be a large engine.

A. D. Ricketts & Co., grain dealers of Lincoln, Neb., are said to be contemplating engaging in the grain business at Fisher also.

Dr. R. Holding, who carried on a grain and feed business at Columbia, Tenn., assigned recently with \$800 liabilities and \$500 assets.

C. D. Calhoun succeeded the firm of Davidson & Calhoun, dealers in grain and feed at Deadwood, S. D., W. D. Davidson retiring.

H. C. Doughty has opened an office at Frankfort, Mich., where he is selling hay, grain and feed for E. J. Schneider of Amery, Wis.

J. B. Goodrich & Co. of Winchester, Ind., have purchased a 20-horse power Lambert Gas Engine to run their elevator at that place.

It is reported that W. H. Bosley and others of Baltimore, Md., will build an elevator of 30,000 bushels' capacity at Queenstown.

Dierdorff & Son have purchased Joseph Wagner's grain business at Kalona, Iowa, and will take possession the latter part of this month.

Chas. L. Todd of Richmond, Va., President of the Gallego Mills Co., and a large grain dealer, assigned recently with liabilities of \$180,000.

Kremer & Beggs of Arcola, Ill., are taking out their old drag belt and putting in one of the B. S. Constant Co.'s Sheller Self-Feeders.

C. E. Carpenter, grain dealer of Marcellus, Mich., has completed his new elevator, which takes the place of the one burned last spring.

J. H. Mohrmon, who operates an elevator at Talmage, Neb., bought and shipped 23,000 bushels of corn during the month of February.

J. A. Mitchell of Wapella, Ill., is reported to have bought and cribbed over 40,000 bushels of corn for the yeast company, and is still buying.

The Garfield Milling Co., which was recently incorporated at Enid, O. T., by W. T. Smith and others, will establish a grain elevator and mill.

William Gerlach of Griswold, Iowa, has leased the North Elevator at that place, and is now buying and shipping all kinds of grain and live stock.

W. F. Banta, grain dealer and miller of Ridge Farm, Ill., writes us that he is building a good elevator at that place which will be completed in about 60 days.

W. J. Brarton, who has been buying grain at Wilson, Ill., is reported to have disappeared, after getting a security company to back him and drawing a large sum from it to pay for grain alleged to have



been purchased. The sum involved is said to be \$3,800. Mr. Branton is a young man, and has hitherto borne a good character.

The Globe Elevator Co.'s elevator No. 3 at Superior, Wis., has been made a private house, and will be used for receiving off-grade grain.

Ballard & Ballard, millers of Louisville, Ky., have contracted for the erection of two steel storage tanks, each with a capacity of 100,000 bushels.

Chas. W. Moon, grain dealer and grocer of Lakeville, Ind., expects to equip his elevator with the latest improved machinery in the near future.

Citizens of Union Grove, Wis., have decided to organize a company to rebuild the flax and feed mill which was destroyed by fire February 17.

L. C. McDill and Jos. H. Ramsey have purchased G. R. Heller's flouring mill at Oxford, Ohio, and have engaged in the grain and milling business.

J. A. Ayres and others are organizing a stock company at Lexington, Va., to establish a flour mill and an elevator to be operated in connection with it.

E. F. Bumann, the grain dealer of Bunker Hill, Ill., who recently made an assignment, has arranged matters with his creditors and resumed business.

The San Angelo Milling Co. has been incorporated at San Angelo, Texas, to deal in grain, cotton, etc. J. L. Millsbaugh and others are the incorporators.

The Wabash Elevator No. 5 at Toledo, Ohio, is reported to be in operation, for the first time in five years. It has a storage capacity of 1,700,000 bushels.

John Borneman, dealer in grain, etc., at Freeman, S. D., has decided to locate at Dalton, a new town. He will erect an elevator and engage in the grain business.

Philadelphia elevators are running night and day on phenomenally large shipments of grain, and business seems only limited by the capacity of the elevators.

Geo. W. Smith has purchased the interest of Wm. A. Smith in the firm of Geo. W. Smith & Co., grain dealers of Sumcook, N. H., and will continue the business.

The T. P. Williams Grain Co. has completed a new grain elevator at East St. Louis, Ill. The complete equipment of machinery was furnished by the Weller Mfg. Co.

The Cerealine Mfg. Co. of Indianapolis, Ind., is reported to be considering the erection of a large elevator at Indianapolis, its present storage capacity not being sufficient.

Hull & Espen, grain dealers of Milton Center, Ohio, have leased the Milton Flour Mills, which they are operating in connection with their extensive grain business.

Moore Bros. of Milwaukee, Wis., have awarded their contract to the Weller Mfg. Co. for the elevating and conveying machinery for their new grain elevator at that place.

S. E. Smith, formerly of Bellevue, Ohio, and Frank Smith, his brother, of Green Spring, have formed a partnership and engaged in buying and selling grain at Green Spring.

W. J. Hargrave & Co., millers of Boonville, Ind., have let the contract for the erection of an elevator of 35,000 bushels' capacity, at one of the stations of the C. & B. & Q. R. R.

Wilkins & Murray is the style of a new grain firm at Frederic, Kan. Murray & Wright dissolved partnership, and W. E. Murray and O. S. Wilkins consolidated their business.

John and Thomas Hanley, two enterprising young business men of Merna, Ill., will erect a 50,000-bushel elevator at Barnes, Ill., where John Hanley will have charge of the business.

Under the management of Henry Baden the elevator at Holgate, Ohio, received during February 34,771 bushels of ear corn, and there were shelled and shipped 74 cars of corn.

Frank Knox writes us that he has sold his elevator at Yates City, Ill., to West & Corbin, a new firm, who have engaged in the grain business at that place. Mr. Knox has removed to Stronghurst, Ill.

The firm of Rahn & Kaiser, grain buyers of Niota, Ill., has been dissolved, and Mr. Rahn will continue the business in partnership with Prof. Weiser. Cyrus Weiser will assist in the business of the new firm.

Edward Fitton has purchased C. F. Stark's grain business at Fairbury, Neb., and will continue it in his own name. Mr. Stark has accepted a position with Counselman & Co., and has removed to Narka, Kan.

The Marsden Co. is said to have been incorporated under the laws of New Jersey to manufacture and deal in products from cornstalks. A factory may be established at Peoria, Ill. Following are the incorporators: John H. Williams, Merchantville,

N. J.; Richard C. Ellis, John McCormick and Peter H. Evans, Philadelphia; James Huber Clarke, Philadelphia.

Kraus & Co. have completed their new transfer elevator at Grand Haven, Mich. The complete equipment of elevating and conveying machinery was furnished by the Weller Mfg. Co.

Allyn Bros. have completed a new elevator at Madison Lake, Minn., where they deal in grain, wood, etc. The office and engine house are of brick, and a gasoline engine will furnish power.

John Cronan & Co. write us that they have sold their general store at Rose Creek, Minn., and will devote their entire time to their grain and seed business, on a larger scale than heretofore.

The Canadian Pacific R. R. Co. has offered to erect a 250,000-bushel elevator at Windsor, Ont., if the city will give a bonus of \$25,000. A committee has been appointed to consider the matter.

T. E. Millard of the Farmers' Elevator Co., Cook, Neb., writes us that the company expects to have its elevator completed and ready for business by May 1. It will have a capacity of 10,000 bushels.

F. E. Todd & Co. is the name of a new firm organized at Middleport, N. Y., to carry on a grain business. They had an office at Akron, Ohio, for a number of years, and do an extensive business.

Archer & Howe of St. Paul, Minn., who operated elevators in Iowa and South Dakota, write us that they have sold a portion of their elevators and leased the remainder, and have retired from business.

Crosman Bros., seedsmen of Rochester, N. Y., assigned recently for the benefit of creditors. The liabilities are estimated at \$50,000. The firm has been in business 40 years, and will probably resume.

It is said that the Great Northern Elevator Co. of Superior, Wis., is contemplating enlarging its elevator capacity at that place, and that it will either enlarge one of its houses or erect a new one of steel.

The Farmers' Warehouse Company at Delavan is in trouble, and the elevator has been closed. Outstanding wheat checks, which there is no money to meet, aggregate about \$2,500.—Herald, Winona, Minn.

The firm of Lyndon & Todd has been organized at Elyria, Ohio, and engaged in the grain and feed business, operating an elevator at that place. The firm is composed of Clarence Lyndon and Frank Todd.

The Middle Division Elevator Co. of Chicago, Ill., is improving and remodeling its elevator at Anchor, and has put in a gasoline engine. Ten of the company's elevators will be equipped with gasoline engines.

The Galveston Wharf Co. of Galveston, Texas, announces that it will lease sites for as many elevators as anyone may desire to build on the water front. It is hoped that one or two new houses may be erected.

C. F. Matthews and Dr. J. F. Morris have organized a firm under the name of C. F. Matthews & Co., and engaged in the grain, feed and flour business at Crowley, La. The firm will occupy Mr. Matthews' warehouse.

The Stanley Hay & Grain Co. has been organized at Lawrence, Mass., where it has opened a grain store. Geo. A. Stanley is the manager of the company, the members of which are well known hay and grain men.

The Omaha Elevator Co. is building large corn cribs at Columbus, Neb., where it will buy 20,000 bushels of corn. The company has also been building large cribs along the Union Pacific branch lines from that place.

The firm of Ben F. Cox & Co. has been organized at Arcola, Ill., and engaged in the broom corn brokerage business. Mr. Cox is an old broom corn man, and Mr. Schilling, the other member of the firm, was formerly employed by him.

The Hubbard & Palmer Co. has been incorporated at Mankato, Minn., with a capital stock of \$100,000, all paid, for the purpose of constructing, leasing and operating elevators and warehouses and dealing in grain, fuel, etc. The officers and incorporators are Geo. M. Palmer, President; Jay Hubbard, Secretary, and R. D. Hubbard, Treasurer.

Thomas Williamson of Manchester, Iowa, and J. H. Duart of Schaller, have bought Richard Barwick's elevator and grain business at Washta, Iowa, and are conducting a general grain and live stock business under the firm name of Williamson & Duart. Mr. Duart is an old elevator man, having had 13 years' experience in the business at Schaller.

The Venice Elevator at Venice, Ill., formerly belonging to the United Elevator Co. of St. Louis, Mo., was sold recently to the Reorganization Committee of the United Co., and will be turned over to the Consolidated Elevator Co. Eight more elevators will be sold under foreclosure sale, and will probably be bought by the Consolidated Co. The stockholders

of the Consolidated Elevator Co. will meet in April to increase its capital stock to \$1,000,000, and later on will issue bonds.

J. E. Payne of the Anchor Line and the Western Transportation Co. has made arrangements for the erection at Erie, Pa., of a grain elevator to cost \$100,000. It will have a capacity of 600,000 bushels, and will be completed by June 1.

Jerome Howe, banker and grain dealer of Winona, Ill., has overhauled his elevator at that place. It is equipped with the B. S. Constant Watertight Elevator Boot, with two of the Constant Self-Feeders attached, one running at an angle.

W. B. Probasco of Bloomington, Ill., has been improving his elevator at Yutan, Ill., by placing a B. S. Constant Dust Collector at the head of the elevator. He will also make some improvements on his elevator at Bloomington this month.

S. W. Edwards & Son, 110-120 N. Elizabeth Street, Chicago, has acquired the general feed and grain shipping business of J. W. Barwell. Edwards & Son's feed mill and warehouse are conveniently located for prompt shipping of grain and feed.

The Kansas Grain Co. has closed its office at Kansas City, and is now transacting business at Hutchinson exclusively. Harry C. Reed, for some years the partner of T. J. Templar in that company, has retired, and, together with his wife, will go to the City of Mexico.

Grain exported from Newport News, Va., has been so unprecedentedly large of late that the elevator was unable to take care of it. The Chesapeake & Ohio R. R., which has been considering the erection of an elevator for some time, is reported to have decided on doing so in the near future.

The Samuel Born Warehouse & Elevator Co. of Lafayette, Ind., has had grain cars constructed for its own use, and has placed them in commission on the various railroads centering in that city. The cars are very heavily built, of large capacity, and are appropriately labeled upon the sides.

O. W. Mills will build a large grain elevator and warehouse next spring. The elevator will be equipped with all the latest grain cleaning machinery, oat clipper, corn sheller, and machinery necessary for handling beans. The plant will be located on the F. & P. M. Railroad.—Times, Bay City, Mich.

Henry Nobbe, dealer in grain, flour and coal at Farmersville, Ill., has improved his elevator at that place by the addition of new machinery. He writes us that he has put in two hopper scales, each with a capacity of 10 tons, and that he has exchanged his gasoline engine for a new steam plant. He is now putting in a 25-horse power engine, and a 40-horse power boiler.

Julian Doriot, miller of Bluffton, Ohio, writes us that he has sold a half interest in his business to G. Locker, formerly of the elevator firm of Locker & Sons, and the firm name has been changed to Doriot & Locker. Mr. Locker is a young man who is thoroughly posted in the grain business, and the firm expects to do a large grain as well as milling business this season.

There is dissension in the ranks of the Farmers Coöperative Association at Svea City, which was organized within the last year to buy grain and conduct a general elevator business. One of the stockholders who has not paid for his share has called a meeting of those similarly situated to devise means of evading payment of the "unjust claims," as he terms it.—Register, Bancroft, Iowa.

An elevator of 500,000 bushels is to be erected at Cleveland, Ohio, by the Big Four R. R., and it is reported that it will be completed by the time navigation opens. It is announced also that the B. & O. officials have under consideration the erection of a house at that place. The contract for the plans of the Big Four house was let to John S. Metcalf & Co., elevator architects and builders of Chicago.

The people of Owen Sound, Ontario, have voted \$40,000 to the Canadian Pacific Railway company in aid of the large elevator and flour warehouse which the company proposes erecting there. The railway has agreed to increase the capacity of the Owen Sound Elevator from 250,000 to 1,500,000 bushels, the flour shed to 30,000 barrels, and make other improvements. Work has already been commenced.

The three elevators at Atchison, Kan., were all in operation Sunday, February 21. Grain men say that this was the first time in the history of the town that all the elevators had so much business that they had to run on Sunday. The Atchison Grain Company, which operates the Santa Fe Elevator, ships 35 or 40 cars a day to Mexico, and Greenleaf & Baker and S. R. Washer are shipping over 60 cars a day to England.

The 2,500,000-bushel elevator which D. A. Robinson, elevator architect and contractor of Chicago, is erecting for the Great Northern R. R. Co. at Buffalo, N. Y., is divided into 48 tanks. Eighteen of them will be 16x70 feet, 30 of them 28x70 feet. All the tanks will be hopper bottomed, and 12 feet from the floor. They will be surrounded by a brick



wall, and the elevator will have a brick floor and brick paving surrounding it. There will be five marine towers on the dock, and the elevator will be able to load 15 canal boats and 15 cars at the same time. Work was begun on February 26, and the elevator will be completed September 1.

## CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

OKLAHOMA, El Reno, Canadian Co., March 1.—The prospects for wheat have never been better at this time of year. FRED BEYMER.

WISCONSIN, Theresa, Dodge Co., March 3.—The prospects for winter wheat in this part of the country are rather poor. W. A. STAINER.

IOWA, Algona, Kossuth Co., March 10.—Snow is still on the ground, and there are consequently no growing crops in sight. LENETTE W. BUTLER.

MICHIGAN, Petersburg, Monroe Co., March 8.—Wheat in this section looks fine, and there is promise of a fine crop if we have good weather. H. F. WOOLFE.

KANSAS, Washington, Washington Co., Feb. 26.—Wheat is in good condition. There is going to be considerable spring wheat sown here this spring. T. H. PARRISH.

TEXAS, Fort Worth, Tarrant Co., March 9.—The growing crops in this state are in excellent condition—were never better. The acreage is very much increased. There is no wheat in farmers' hands and the elevator companies hold very little. CAMERON MILL AND ELEVATOR CO.

OHIO, Beach City, Stark Co., March 10.—The acreage of wheat is 85 to 90 per cent. of the two last years. Generally speaking, the wheat never looked better at this season of the year. There is comparatively little wheat in store, and probably 25 per cent. of last year's crop is in farmers' hands. W. J. PUTNAM.

OKLAHOMA, El Reno, Canadian Co., March 12.—The prospects for a wheat crop in this county and in this section of Oklahoma Territory are fine. The ground is in better condition than it ever has been before at this time of year. Farmers are sowing oats. We have had plenty of rain and warm weather. J. ED. NICHOLS.

ILLINOIS, Morrisonville, Christian Co., March 6.—Since the rains of the past few days there has been a noticeable change for the better in the growing wheat. Wheat that was pronounced by old-timers to be dead is now green and alive. It is too early in the season yet to tell the exact condition of the grain. R. E. WARDHAUGH.

MICHIGAN, Charlotte, Eaton Co., March 12.—The area of growing wheat is much less than last season, owing to the inability of the farmers to sow last fall on account of wet weather. The prospects are very promising for a fine average yield. There is about 15 per cent. of last season's wheat in farmers' hands. ORRIN E. PACKARD.

INDIANA, Brimhurst, Carroll Co., March 10.—The acreage of wheat in this district is about 80 per cent. of 1896. There are a great many fields where the growing grain looks small and backward, and we must have favorable weather from now until harvest to have a crop. There is comparatively little wheat in farmers' hands or in store. A. B. COHEER & CO.

NEVADA, Elko, Elko Co., March 7.—The crop conditions here were never better than at present. We will have an abundance of water this year, consequently we will have a crop such as has never been heard of here before. Wheat is high; we are paying \$1.50 per 100 pounds. We are now getting our wheat from Ogden, and it is a good quality of the blue stem variety. C. B. WELSHONS.

KANSAS, Bennington, Ottawa Co., March 10.—From the best information we can get there is about 55,000 acres of wheat in our county. At present the condition of the plant is poor. There will be about 90 per cent. of an average crop. It is a little early in March to get a very close estimate, but judging from the present prospects it will not vary much. The plant is growing very nicely so far this month. RODGERS & BLANCHARD.

ILLINOIS, Springfield, March 12.—The State Board of Agriculture correspondents' reports of damage in the wheat belt from winter killing vary from 15 per cent. of the area seeded to the entire amount, the average being 59 per cent. of the area. Last fall 1,479,000 acres were reported seeded, and if the estimate of damage is confirmed only 682,000 acres will be left for harvest. In many counties the entire area seeded will be plowed up. A reduction of the area seeded of a million acres which is re-

ported leaves by far the smallest area ever harvested in Illinois. Under the most favorable conditions from now on to harvest there is little reason to hope for more than 10,000,000 bushels yield in the state, which is not nearly enough to supply the home demand for consumption and seed for the next year's crop. Only six counties report injury to wheat by Hessian fly, and to such a small extent that it cuts no figure in the result.

OKLAHOMA, El Reno, Canadian Co., March 9.—We think the acreage in wheat here is about the same as last year; perhaps there is a little more. There is between 70 and 80 thousand acres of wheat in the county. The condition is good, with the exception of the late wheat, which is damaged, and some fields of which will be plowed up. The stock of wheat in farmers' hands is very light, not over 10 per cent. of last year's crop. EL RENO MILL AND ELEVATOR CO.

IOWA, Ackley, Hardin Co., March 10.—The outlook for the crops for the coming season was never better. We had a good fall of snow this winter, which is now disappearing quite rapidly. The acreage will be about the same as last year, as most all of our land is improved. There will undoubtedly be more wheat raised in this section than last season. Many of the farmers are looking around for seed wheat. There is about 50 per cent. of the oats crop and 75 per cent. of the corn crop of 1896 still in farmers' hands. ANDREW RATH.

OHIO, Bowling Green, Wood Co., March 11.—The growing wheat looks very nice. The acreage is about the same as last year. The stocks in store are very light, but there is considerable wheat held by farmers for an advance in price, and we do not think this will come out until after the spring work is completed. There is at least 50 per cent. of the corn crop in farmers' hands, and they are disposed to hold this until after planting time. The corn held by the farmers is in good condition, and it is held by farmers who are able to hold it. If there should be any advance we do not think they would be free sellers at anything under 30 cents per bushel. There is a large amount of stock being fed in this vicinity, more cattle than ever before, lots of sheep and about the usual amount of hogs. None of this stock will go to market until well fattened. There will be the usual amount of corn planted here and a light acreage of oats sown. ROYCE & COON.

GOVERNMENT CROP REPORT.—The crop report of the United States Department of Agriculture, Division of Statistics, was issued from Washington, D. C., March 10, 1897. The crop report based on returns from three independent sets of regular correspondents added to several thousand from mills and elevators, all carefully combined and weighted, relates principally to the distribution of principal grains, the stocks remaining on farms and the proportions of merchantable and unmerchantable. All grain in the hands of farmers, including amounts remaining over from previous years, are included in the estimates given. CORN on hand, as estimated, aggregated 1,164,000,000 bushels, or 51 per cent. of the last crop, against 1,072,000,000 in March, 1896. Both the proportion and the quantity in original hands at this date are unprecedented, although closely approached last year, and in March, 1890. Correspondents report large stocks in cribs, particularly in the prairie states, awaiting better prices. The aggregate sold from farms to go beyond county lines is 623,000,000 bushels, or 27.3 per cent. of the crop. The proportion merchantable is 1,936,000,000, or 84.8 per cent. WHEAT reserves in farmers' hands amount to 20.6 per cent. of the crop, or 88,000,000 bushels, against 123,000,000 bushels last March. Of this amount 3 per cent. is reported as coming over from previous crops. The proportion of wheat sold outside the county is 51.7 per cent. OATS—Of oats there are 313,000,000 bushels, or 44.2 per cent. of the 1896 crop, yet in farmers' hands. Proportion shipped beyond county lines 27 per cent.

MICHIGAN, Lansing, March 8.—Washington Gardner, Secretary of State, reports that wheat in Michigan was not materially damaged during February. In answer to the question, "Has wheat during February suffered injury from any cause?" 129 correspondents in the state answer "Yes," and 613 "No." In the southern counties, 82 answer "Yes," and 418 "No;" in the central 40 answer "Yes," and 114 "No," and in the northern 7 answer "Yes," and 81 "No." The ground was well covered with snow during the month. In answer to the question, "Has the ground been well covered with snow during February?" 405 correspondents in the southern counties answer "Yes," and 88 "No," and in the central counties 98 answer "Yes," and 66 "No." The average depth of snow in the southern counties February 15 was 6.48 inches, and at the end of the month 3.60 inches. In the central counties the average depth February 15 was 3.79, and at the end of the month 4.69 inches. In the northern counties there was about 6 inches of snow February 15, and nearly double that amount at the end of the month. Correspondents this month have undertaken to answer the question, "What per cent.

of the wheat crop of 1896 is the wheat now in farmers' hands?" It will be noticed the question calls for an estimate of all wheat on hand, no matter when raised, the estimate to be based on the crop of 1896. The returns indicate that there was an equivalent of 17 per cent. of the crop of 1896 in farmers' hands on March 1. The estimates for the southern counties range from 11 per cent. in Hillsdale and Jackson to 23 in Berrien, Lenawee, Oakland and Wayne. The total number of bushels of wheat reported marketed in February is 571,668, and in the seven months, August-February, 6,877,443. This is 170,325 more than reported marketed in the same months last year.

OHIO.—The official report of the Ohio department of agriculture on the condition of wheat March 1, 1897, is based on returns received from the regular township crop correspondents of the department. In the returns nearly every township in the state was represented. The estimates given were carefully compiled by counties, and then arranged for the state: Wheat—Condition compared with an average, 83 per cent. The report of the department issued January 1, indicated some damage to the growing wheat, and a general condition of 12 per cent. below an average. Since that report the condition or prospect has made a further decline of about 5 per cent., showing at present 83 per cent. of a fair average condition. While the condition of wheat at the present time is not up to a full average, it is not so alarmingly bad as the crop of a year ago, when but 57 per cent. was shown, which low condition continued throughout the growing season of 1896, resulting in only about a half crop. Owing to unfavorable conditions, wheat was somewhat retarded in starting last fall, and a great deal was sown later than usual. This late sown wheat does not promise so well as that which was sown early. It has suffered some damage from fly. More or less damage has been sustained throughout the state by the processes of freezing and thawing, and especially is it noticeable on the flat and poorly drained lands. High water and floods have ruined many fields along the creek and river bottoms. In the northern part of the state wheat has had a fair degree of snow protection, yet there is upheaval in some fields. In the central and southern part of the state there has been but very little snow protection, yet there is but comparatively little damage from severe freezing. Most of the fields, though not as bright as might be, look smooth and would indicate that the roots are well set, and will green up and make good growth under favorable weather conditions. Considering the state as a whole, the wheat prospect is not so bad, and unless further serious damage occurs, ought to increase rather than decline. In numbers of sheep a considerable decrease is shown in the past three years, but there now seems to be a growing demand, and flocks will, no doubt, be increased. Feed is plenty, and live stock generally in good condition.

During the latter half of February the grain business of Central Illinois was at a standstill. The miserable condition of the roads making deliveries to the railroad stations impossible, and the scarcity of cars greatly hampered the shippers.

Gustav Schulz recently brought suit against the C. H. & D. R. R. Elevator Co., Toledo, Ohio, for \$10,000 damages. Schulz was unloading cars at the grain elevator, and while pushing a car into the elevator, under the foreman's direction, his leg became entangled in a loop in the slack power cable and upon tightening his leg was severely injured.

Judgment was recently rendered in the United States Circuit Court at Springfield, Ill., against the C. P. & St. L. R. R., in a suit of grain men and others to recover damages for property destroyed by fire at East St. Louis October 28, 1894. The W. W. Cargill Co., Milwaukee, was awarded \$1,253 damages; T. McMichael & Son, Milwaukee, \$3,169; S. Y. Hyde Elevator Co., Milwaukee, \$2,154; Hunting Elevator Co., Milwaukee, \$2,600, and several others.

The causes of delay to freight in yards are numerous and varied. There are two, however, which call for more than passing notice. They are the detention caused through, or by means of, the internal friction among employees of the different departments engaged in yard work, and the nature of the repairs which have to be made on the freight cars themselves. The advantage of prompt delivery of the freight carried is often lost sight of or obscured by over regulated and often antagonistic supervision of departments.

Chicago commission houses are receiving a good many letters from country shippers, especially from Northwestern Iowa, complaining of the low grading of corn. Everyone seems to expect their corn to grade No. 2, not understanding that in order to grade No. 2 it must be sound, clean and perfectly dry. It usually takes until the following summer after being raised before corn is dry enough to grade No. 2. Corn must be perfectly dry to pass through the germinating season or soft, muggy weather during the spring without heating.—Chicago Bulletin.



## Fires - Casualties

Jones & O'Dell's grain warehouse at Staffordville, Conn., was burned recently.

H. H. Lueker, a wealthy grain dealer of Warden, Ill., was seriously injured February 19, by being struck by a train.

High water in the Ohio River drove many of the grain men of Cincinnati from their places of business on February 27. No serious damage is reported.

Zack Elliott's elevator at Coles, Ill., was destroyed by fire February 24. The loss was partially covered by insurance.

J. M. Davey, dealer in grain, implements and live stock at Ponca, Neb., was burned out recently. Loss \$10,000; partly insured.

Henry Rusie, dealer in grain and seeds at Indianapolis, Ind., sustained a loss of \$200 by fire March 7. Fully insured.

F. Mellette, grain dealer of Windsor Mills, Quebec, recently sustained a loss by fire of \$3,500, his grain store being destroyed.

L. C. Brunk's elevator and feed mill at Meriden, Kan., was destroyed by fire recently, together with feed and grain stored therein. Loss \$5,000.

Fire was discovered in a bin in elevator 2 of the Peavey system at St. Louis Park, Minneapolis, February 12, but was extinguished before much damage was done.

Page & McMahan's elevator at Marshall, Minn., containing 3,000 bushels of wheat, and 2,000 bushels of corn, was destroyed by fire February 24. Loss \$15,000; insurance \$5,000.

One of the buildings of an elevator plant at Alexander, Ind., was destroyed by fire on February 14. The fire caught from burning waste oil in the creek, which was set on fire by boys.

Aden Knoph's elevator at Olney, Ill., which was operated by James Hollister & Co., was destroyed by fire at midnight March 2. Loss on building and machinery \$16,000; insurance \$5,000.

The McMorran Milling Co.'s elevator at Port Huron, Mich., was discovered to be on fire at midnight of February 10. The flames were extinguished before much damage was done.

Thomas Cochrane's elevator at Ong, Neb., was burned March 4, together with 7,000 bushels of corn. The cause of the fire is unknown. The elevator was operated by Edward McCann.

V. Keebler, dealer in grain and provisions at Bristol, Va., sustained considerable loss February 23 owing to the flood in Beaver Creek, which badly damaged his stock of grain and provisions.

Andrews & Gage's elevator at Drayton, N. D., was destroyed by fire February 20, damaging 27,000 bushels of wheat, barley and flax. The loss is covered by insurance. The salvage on the grain was sold to Griggs Bros.

The large warehouse of Winter & Success at Neenah, Mich., was destroyed by fire March 2, together with 100 tons of hay and 20,000 bushels of grain. Loss on building, \$8,000; insurance, \$1,000; loss on stock, \$6,500; insurance, \$2,000.

The flax mill at Union Grove, Wis., owned by Henry Box of Chicago, and operated by John S. Blakey, was destroyed by fire February 17, entailing a loss of \$10,000, no insurance. The fire was of incendiary origin. The mill may be rebuilt.

Alexander Rail, grain dealer of Logan, Iowa, committed suicide February 20 by cutting his jugular vein with a penknife. Mr. Rail had operated the elevator at Logan for about two years. It is supposed that financial troubles led him to commit suicide.

A. H. Kasper's warehouse and elevator at Kendrick, Idaho, was destroyed by fire February 10, together with 20,000 bushels of wheat and 4,000 bushels of flax. The loss on building was \$5,000; insurance \$3,000; loss on grain \$20,000; all being insured except 4,000 bushels of wheat.

Geo. W. Adams, who was at one time a well-known operator on the Chicago Board of Trade, committed suicide by shooting himself in the right ear, on February 18. Mr. Adams was 60 years old; he had once been prosperous, but met financial reverses, which are supposed to have preyed upon his mind.

The Union Elevator No. 2 at Peoria, Ill., owned by the C. B. & Q. R. R. Co., was destroyed by fire at 10 p. m., March 4. The elevator had a capacity of 1,000,000 bushels of grain, and a half million bushels were destroyed. There were 60,000 bushels wheat, 240,000 bushels corn, 120,000 bushels oats, and rye and barley. T. A. Grier & Co. and other grain firms of the city had grain in store. The origin of the fire is unknown, though it is supposed to have started near the roof on the

inside. The adjusters have settled the losses as follows: Grain, \$133,000; machinery, \$4,000; building, \$50,000; total, \$187,000. The salvage is variously estimated from \$17,000 to \$20,000. Insurance \$205,950. The elevator was built in 1871, and was one of the finest elevators in the state outside of Chicago.

A large brick oil mill at Piqua, Ohio, belonging to the National Linseed Oil Co. of Chicago was burned February 26. The mill had not been in operation for several years, and was used for storage by the Orr Linseed Oil Co. and the Piqua Malt Co. The total loss was \$50,000. The Piqua Malt Co. carried an insurance of \$23,000.

The Ryan Elevator at Buffalo, N. Y., was burned on March 11. It was an old structure, with a capacity of about 140,000 bushels, and contained about 6,000 bushels each of wheat and oats. The loss on elevator is probably \$50,000, and on contents \$10,000. Ryan & Clark were the owners. Alongside the stationary elevator was a floating elevator, also owned by Ryan & Clark, and valued at \$40,000. This, too, was destroyed. The fire reached the Manning malt house, where it caught in the cupola. It burned that part of the building and scorched the roof, but was extinguished before much of the grain in the building was wet by the water turned on the blaze. This fire is important on account of the position which the elevator has maintained with reference to the Buffalo elevator pool. The Black Rock house has been a constant thorn in the flesh of the Buffalo elevator proprietors for several seasons.

Elevator "A," at Toledo, Ohio, which belonged to the Lake Shore & Michigan Southern R. R. Co., was destroyed by fire at 11 p. m., February 19. It had 300,000 bushels' capacity. The loss on the building is estimated at \$75,000; insurance \$60,000. Reynolds Bros.' loss on 150,000 bushels of corn was insured for \$43,000; Carrington & Brigham's on 36,500 bushels of wheat, \$30,000; insurance of Paddock, Hodge & Co., \$14,000; of J. F. Zahm & Co., \$2,000; of Churchill & Co., \$2,000; of W. A. Rundell & Co., \$500; H. W. De Vore & Co., \$125; Southworth & Co., \$5,000; J. J. Coon, \$500; all of whom except J. F. Zahm & Co. had grain in store. Of the damaged grain 47,000 bushels wheat, 108,000 of corn, 38,000 of rye and 2,200 oats were sold to J. J. Coon, F. N. Quale and M. Churchill for \$10,000. The cause of the fire is believed to have been spontaneous combustion in the weighing room. The elevator was built about 30 years ago by the Lake Shore R. R. Co.

## PERSONAL

Fred Stein will take charge of the north grain elevator at Gilman, Ill., April 1.

Edward Trump has accepted a position with the Barstow Grain Co., and is now operating the company's elevator at Brayton, Neb.

Albert Rotch will assume charge of the grain store conducted by his father, Wm. J. Rotch, in the grain and flour business at Vineyard Haven, Mass.

Chas. A. Hulme, of the firm of Hulme & Hart, grain and wool commission merchants, San Francisco, Cal., and Miss Grace W. Kerr were married February 24.

E. P. Bacon, of the firm of E. P. Bacon & Co., grain commission merchants of Milwaukee, Wis., sailed March 13 for Europe, where he and Mrs. Bacon will enjoy a tour.

Ruralf Vilmar, a prominent grain importer of Berlin, Germany, is paying a visit to the United States in the interest of his firm, and has been making an extensive tour of the Northwest.

Hugo Funk, a prominent grain merchant of Berlin, Germany, recently paid a visit to the United States in the interest of his concern. Mr. Funk is connected with a large grain importing house of Berlin.

Neculai Cincu, President of the Province of Covvriur, Roumania, recently paid a visit to this country to acquaint himself with modern methods of handling grain. He sailed from New York March 6 on his way home.

Frederick A. Wheeler of Baltimore, Md., who, for the past 15 or 20 years has been superintendent of the Baltimore & Ohio R. R. Co.'s elevators, resigned March 1. George H. Campbell now performs the duties of superintendent of elevators.

Frank P. Chalfant, of the firm of Chalfant, Burrough & Warrens, grain commission merchants, Kansas City, Mo., and Miss Emma Benson were married February 17. Mr. and Mrs. Chalfant have gone on a trip through the South, and will attend the celebration of Mardi Gras at New Orleans.

The Pennsylvania Railroad has issued orders to its Western agents not to ship any more grain for export via Baltimore or Philadelphia as the elevators at these points are full.

## COMMISSION

Edward Bearss has engaged in the grain and provision commission business at Rochester, Ind.

F. B. McIntosh has succeeded the firm of Escott & McIntosh, commission merchants of Columbia, S. C.

Perry Fraizer and Chas. B. Strickland have organized the commission house of Fraizer & Co. at Newcastle, Ind.

Belcher & Read, grain brokers of Milwaukee, Wis., assigned recently to A. J. Clarke. The assets and liabilities are each placed at \$10,000.

H. W. Grunbein has opened an office at Lebanon, Pa., where he will represent Grendich, Martin & Co., dealing in grain, stocks, bonds, etc.

Turner & Farrar, who recently opened a "commission house" at St. Joseph, Mo., suspended operations there, and are said to have gone to Quincy, Ill., whence they came.

The Reserve Commission Co. has been incorporated at Chicago with a capital stock of \$100,000 to deal in grain. The incorporators are Arthur H. Holmes, Robert B. Evans and Walter L. Johnson.

The firm of Sam Kellar & Co. has been incorporated at New York City with a capital stock of \$30,000, to deal in grain, stocks, etc. Edwin S. Jones, Wm. E. Watson and others are the incorporators.

The Hillock Commission Co. has been incorporated at Chicago with a capital stock of \$20,000 to carry on a general commission business. The incorporators are A. Allardyce, Robert Matheson and L. Hubbard.

The Dayton Commission Co. of Kansas City, Mo., contemplates establishing a branch office at Galveston, Texas, for the purpose of exporting grain. The company has been selling a great deal of corn to exporters who handled it through Galveston and other Gulf ports.

The grain commission firm of G. Y. Roots Co., Cincinnati, Ohio, who failed some time ago, has filed a schedule of assets and liabilities. The firm did business in Ohio, Indiana, Illinois, Iowa and other states. The liabilities reach the sum of \$545,980.84, and the assets but \$25,000. The assessment on the stockholders has reduced the amount of liabilities to \$446,080.84. This is the balance due foreign creditors, and cannot be collected, the creditors losing that sum.

The Schwartz Bros. Commission Co. of St. Louis, Mo., assigned March 2 to J. H. Zumbalen. The assets consist of stocks, bonds, notes, accounts and grain sacks and are placed at \$300,000. Those not hypothecated, however, amount to only \$2,000. The company consisted of Frederick Schwartz, President; Herman Schwartz, Vice-President, and William Sandwig, Secretary. It was stated that the embarrassment of the company began some time ago, and was caused primarily by losses in its connection with the Farmers' Elevator and the litigation accompanying them.

## OUR CALLERS

We have received calls from the following gentlemen promptly connected with the grain and elevator interests, during the month:

D. A. Robinson, Buffalo, N. Y.  
G. M. W. Reed, of the Pratt & Whitney Co., Hartford, Conn.

W. H. Chambers, Secretary Grain Dealers' National Association, Des Moines, Iowa.

L. V. Thistle, St. Louis, Mo., representative of The S. Howes Co., Silver Creek, N. Y.

Erastus Winan is attempting to secure free storage for flour at New York. At present he is paying no attention to grain.



LONGS THROWING THEIR WHEAT OVERBOARD.  
—Zahn's Circular.





There is still a demand for the best hay.

The rate on hay from Western Nebraska to Chicago has been reduced.

H. Kuhl has succeeded Kuhl & Johnson, dealers in hay, coal, etc., at Flemington, N. J.

G. I. McDavitt & Son have succeeded McDavitt, Van Dyke & Co., dealers in hay, etc., at Louisville, Ky.

J. M. Mort of Packerton, Ind., has removed to South Whitley, where he has engaged in the hay business.

On February 23 there were 2,000 cars of hay on the tracks between Nashua and Boston, destined for the latter place.

The C. & M. & St. P. R. R. has decided to refuse to accept hay from country points, and other roads may follow its example.

There is still too much poor hay going to market. The demand is small, and the supply large, so it pays to ship only good hay.

There was exported from the Argentine Republic during 1896 hay amounting to 57,000 tons; in 1895, 31,000 tons; in 1894, 16,000 tons.

It is reported that John S. Blakey of Union Grove, Wis., will engage in the hay business at Western Union, where he is said to have leased the Sage Hay Co.'s premises.

Anthony Deedmeyer of Freehold, N. J., has purchased J. O. Burt's hay business at Hightstown. Mr. Deedmeyer has engaged in the business and is operating a hay press.

A. L. Whitney & Co.'s five sheds at Petaluma, Cal., containing hay valued at \$30,000, were destroyed by fire recently. An Italian was arrested and confessed to having set the fire.

It should be the aim of hay shippers to gain such a reputation for reliability that the commission merchant will not hesitate to sell and guarantee their hay to be the grade stated while it is still in transit.

The Wisconsin Grass Twine Co. was recently incorporated at Milwaukee to manufacture binding twine from marsh grass. The factory, which will be the first of its kind in the United States, will be located at Oshkosh.

James and Patrick McGinley have formed a partnership at Wheeling, W. Va., and have purchased the hay depot and feed and coal business of John Shriver at Twenty-ninth Street. They are now conducting the business under the firm name of McGinley Bros.

There are two inspections of hay, one before it is baled, and one when it reaches the market. If the man in charge of the press is not honest and competent at the same time his inspection and grading will be likely to differ from that made by the receiver.

Buffalo hay men have taken time by the forelock, and announce that they will invite the National Hay Association to convene in their city in 1898. As the next meeting is to be held in the East, at Pittsburg, should not the 1898 meeting be held in some Western city?

The question of farmers marketing "corn hay," or shredded corn fodder, as a substitute for hay has been forgotten since it has been discovered that cornstalks can be converted into cellulose, matting, paper and several other things. Common hay will hold on a while longer it seems.

The Chicago market is the most extensive hay market in the United States, both as regards the volume received and shipped. It is the largest distributing center in the country, but it is far behind the times in its manner and methods of handling this bulky product. It should pattern after St. Louis, which is far and away ahead of it in this respect.—Hay Trade Journal.

H. E. Wright & Son of Stockton, Cal., one of the leading grain firms of Central California, are said to have shipped more hay from Stockton and points on the San Joaquin and its tributaries than any other firm in the state. Recently they erected a large warehouse at the corner of Sacramento and Washington streets, and now have established a retail department at 127 South Hunter Street. This is in charge of Harvey T. Curtis, the well-known hay

man, who has long had charge of the hay business of this firm. He is one of the most enterprising men in the business, and has the reputation of knowing more about hay than anyone else in the San Joaquin Valley.

Elevator men, says the Hay Trade Journal, are, as a usual thing, in much better position to handle hay at most country points than the average hay shipper is himself, and it is cause for surprise that more of them are not engaged in the business, which could be conducted by them to such good advantage.

Hay shippers of Northern Iowa are complaining against the ruling of the railway commission regarding the rates on hay. They claim that the change of classification made some time ago increased the rates so as to preclude the shipping of hay to Southern Iowa, and compelled shippers to send their hay to Chicago.

It is curious that Chicago is yet without hay warehouses facilities. It cannot be alleged that the trade in this market is in its infancy, though this would seem to indicate it. In the early days of the business there were neither warehouses nor local associations. Now there are both—but not in Chicago. The hay receivers are blind to their own interests.

Pease Bros., well-known hay merchants of Des Moines, Iowa, are erecting a large warehouse at Cherry and Ninth streets, Des Moines. It will be built of brick, 50x132 feet in size, and will cost \$15,000. The firm's immense hay business will be conducted in this building, which is expected to be completed by April 1. Part of it will also be occupied by the Des Moines Bale Tie Co.

N. H. Clemmshaw, Secretary of Palmer's Dock, Brooklyn, N. Y., said recently in a letter to the Secretary of the National Hay Association: No shipper should object to having his hay graded, for it would inform him of the requirements of given markets, and above all receivers should not object to furnishing a certificate of grade. It is the surest means of maintaining the market, for no receiver would sacrifice goods in the face of a certificate of grade. It would tend to place the business at the shipping points on a basis of buying and settling on certificate of grade. It would throw around shippers a protection that they do not have under the old system, and it would shield the commission merchant from unjust criticism.

Much improvement has been made in the methods of carrying on the hay business during the past few years. Now every effort should be made to bring about a complete union of the interests of shippers, commission merchants and buyers. The National Hay Association has done a good deal toward this end, but it cannot do everything. What is needed is a local association at every large receiving point, either as a branch of the national or an independent organization. Where hay dealers lack fraternity of feeling and consideration for the best interests of the trade, individually and collectively, then the trade cannot be in its best condition. Business methods will be ignored to a greater or less extent, undue competition and rivalry will result, and dishonest or unreliable firms will have things almost all their own way.

W. W. Granger, Cincinnati, chairman of the Transportation Committee of the National Hay Association, has issued a circular calling upon members to make complaint or suggestions as to reformation of matters coming under its jurisdiction. The following subjects call for special attention: Warehouse and terminal facilities, the necessity of having such for the satisfactory handling of hay; the necessity of larger cars for hay, or reduction in the minimum weights; the equalization of freight rates on hay; car service, demurrage rules, promptness of furnishing cars. It is to be hoped that members of the Association will comply with Mr. Granger's request. From the suggestions and comments received he will make a compilation of them, and take up the matter with J. F. Tucker, chairman Central Traffic Association, Chicago, and G. I. Blanchard, Commissioner Joint Traffic Association, New York.

The case of Craven vs. Burke, which was recently tried in Chicago, was the result of a deal of an American farmer and an English hay broker. In the spring of 1894 Burke shipped to Craven 200 tons of prairie hay. Shortly before it arrived off London, May 4, 1894, Craven wrote Burke that hay in England was declining, and that fearing a further drop in value, he had sold his consignment to arrive for 75s 6d per English ton of 2,240 pounds. This sale left nothing to speak of for the hay, as the 200 tons by our measure melted into 195 English tons. These would have brought only £731 gross if the sale had been consummated, and with all expenses paid the proceeds would be about \$150 per ton for hay worth \$6 if sold in this country. But the purchaser rejected the hay, and Craven realized finally £667 for the consignment, £64 less than the original sale, at an expenditure of £174. Farmer Burke, meanwhile, drew on the consignment \$1,800, which Craven paid. Then Craven reconsidered his generosity and induced Burke to return \$1,000. Ac-

cording to Craven's account, Burke was in his debt on this deal £350. In addition he claimed £33 as due on the previous transaction. The suit was to recover these amounts, with interest, expenses, etc. The jury gave judgment for the plaintiff for \$1,650.52.

#### REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending February 20 the receipts of hay were 5,623 tons, against 6,231 tons the previous week. Shipments were 648 tons, against 694 tons for the previous week. The arrivals as compared with the previous week showed a falling off, yet the amount on sale was large. This was accounted for by the fact that the demand was so light that consignments accumulated on the tracks and the movement was extremely slow. A few cars of strictly choice Timothy and Upland Prairie Hay were taken, but the medium and low grades were almost unsalable, and the great bulk of offerings consisted of these grades. Prices declined about 50 cents per ton for poor hay, while choice lots ruled fairly steady. Sales of Choice Timothy ranged at \$8.37½@9.50; No. 1, \$8.00; No. 2, \$6.50@7.50; No. 3, \$6.00; not graded, \$4.00@8.50 according to quality; No Grade, \$4.00; Clover Mixed, \$5.50; Choice Prairie, \$7.00@8.00; No. 1, \$5.50@6.50; No. 2, \$5.00@5.50; No. 3, \$4.75@5.00; No. 4, \$4.00@4.50. Rye straw sold at \$3.00 for wet and \$6.00@6.50 for good to choice, and oat straw at \$4.25@4.50.

During the week ending February 27, receipts were 4,983 tons; shipments, 778 tons. A very dull and dragging market was experienced throughout the week. The fresh arrivals were smaller, but the amount on sale was more than sufficient for the demand. A light local inquiry existed for strictly choice sound Timothy and Upland Prairie and a steady feeling prevailed. Low, medium grades and off color hay was in large supply and almost unsalable. Prices irregular, depending entirely on condition. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$6.50; not graded, \$5.00@7.00; No Grade, \$4.75; Clover Hay, \$5.00@6.00; Mixed Hay, \$6.00; Choice Prairie, \$7.00@8.50; No. 1, \$6.00@6.50; No. 2, \$5.50@5.75; No. 3, \$4.50@5.50; No. 4, \$4.00@4.50. Rye straw sold at \$5.00@6.50, and oat straw at \$4.50.

During the week ending March 3, receipts were 4,502 tons; shipments, 618 tons. The demand for strictly choice, sound Timothy and Prairie Hay was good throughout the week, and as only a small proportion of the arrivals could be classed as choice, a steady feeling prevailed. The bulk of the offerings consisted of poor and medium grades, and for such the demand was extremely light, and a very dull market was experienced. The receipts are not what could be called heavy, yet the market was well supplied. Prices exhibit no material change, though the feeling was stronger at the close, due to a falling off in the arrivals. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$7.50@8.50; No. 2, \$6.00@7.25; not graded, \$4.50@8.00; No Grade, \$4.00@5.00; Choice Prairie, \$7.00@8.00; No. 1, \$6.00@6.50; No. 2, \$5.00@6.00; No. 3, \$4.25@4.50; No. 4, \$4.00. Rye straw sold at \$4.00 for damp and \$6.00@7.00 for fair to choice, and oat straw at \$5.00.

During the week ending March 13 receipts were 4,170 tons, shipments 680 tons. Although the arrivals were smaller, a very dull market was witnessed. The local demand was light, dealers merely supplying necessary wants, with shippers doing practically nothing. The quality continued poor. Prices ruled weak, but not particularly lower. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$7.50@8.25; No. 2, \$7.00@7.50; No. 3, \$5.50@6.00; Not Graded, \$5.75@7.50; Mixed Hay, \$5.00; Choice Prairie, \$7.00@8.00; No. 1 Prairie, \$6.00@6.50; No. 2, \$5.00@6.00; No. 3, \$4.50@5.00; No. 4, \$3.50@4.00. Rye straw sold at \$5.50@7.00; wheat straw at \$5.00, and oat straw at \$4.50.

In a recent suit at Chicago decision was rendered to the effect that the Behr patents, controlled by the Chicago Sugar Refining Company, intended to cover a process for separating corn into the various products of oil, starch, and sugar, had not been infringed upon by the Charles Pope Glucose Company.

The proposition to place the Minnesota grain inspection department under civil service rules is one which appears to have appealed very strongly to the people of the state, and especially to the immediate producers of grain. Although the bill to accomplish civil service in this department passed the Senate without a dissenting vote, it was, to the surprise of everybody, defeated in the House. Its defeat in the lower house, however, was due to a misapprehension of the purpose and scope of the measure presented, and it was promptly restored to its place on general orders, when its nature was made known by its friends. That it will ultimately become a law there is little doubt, as it is known to meet the approval of the governor, and now that the house understands it that body will also adopt it.



## Court Decisions

### Landlord and Tenant—Crop—Lien.

The Supreme Court of Georgia held, in the recent case of *Lightner vs. Brannon et al.*, that a landlord having a special lien upon the crop of his tenant for supplies furnished cannot, by purchasing the crop from the tenant at private sale, acquire a title thereto which can be set up by claim as against a levy upon the crop under a common law judgment against the tenant, and that in such case the lien of the landlord upon the crop is superior to that of the judgment without regard to the question of their respective dates, but that he can assert its priority over the judgment only by legal foreclosure of his lien.

### Fixture—Mortgage—Agreement.

The case of *Hobson vs. Gorringer*, recently decided by the English Court of Appeals, involved the question as to the right of the vendor, under a hire and purchase agreement of a gas engine which he had allowed the purchaser to affix to his land, to recover possession thereof, on the failure of the purchaser to pay the stipulated installments, as against a mortgagee in possession of the land. Mr. Justice Kekewich decided in favor of the defendant, the mortgagee in possession, and Court of Appeals, holding that as a fixture the gas engine had ceased to be a chattel, and had become a part of the freehold, affirmed this decision, and dismissed the appeal.

### Warehouseman—Sale—Owner.

The Kentucky Court of Appeals held, in the recent case of *Fields et al. vs. Blane et al.*, that where tobacco warehousemen have in the usual course of business received tobacco from one who was not the owner, they are not liable to the owner for its proceeds unless they were notified of his claim before the sale or before they had paid over or accounted for the proceeds, and that in an action by the owner to recover the proceeds, where the evidence as to the notice to defendants of his claim were conflicting, the court erred in taking that question from the jury by instructing them to find for plaintiff if they believed from the evidence that he was the owner.

### Sale of Goods—Price—Quality.

The Kentucky Court of Appeals held, in the recent case of *Nelson et al. vs. Overman et al.*, that where the buyers of four carloads of hemp opened all the bales of three carloads, and used a small portion of each bale, they must be regarded as having accepted all the carloads thus opened, and cannot defend an action for the purchase price thereof upon the ground that the quality of the hemp was inferior to that called for in the contract; that if the bales were "nested," as contended by the consignees, the inspection of a single bale, or at least of a few of them, would have disclosed the fraud, and it was incumbent on the buyers to at once reject the lot if their intention was not to accept, and that upon an issue as to the quality of the fourth carload, of which there was no acceptance, the exhibition to the jury of samples of hemp other than that in controversy was not improper.

### Freight Delayed and Burned.

Where the loss must fall for the destruction by fire of delayed freight depends very largely on the circumstances of each particular case. A shipment of cotton was consumed by fire after it had been left for eighteen days on a barge at Cairo, Ill. It was argued by the carrier-sued for damages that when all the circumstances existing in Cairo at that time were duly and fairly considered, press of business, limited facilities, the precedence of cotton coming on steamboats to that arriving on barges, etc., the eighteen days between the arriving and destruction of the cotton did not constitute negligence or unreasonable delay. But the United States Circuit Court, S. D. Illinois (*Thomas vs. Wabash, St. L. & P. Ry. Co.*) holds otherwise. The carrier, it says, was bound to know when it accepted the cotton, that it had or could avail itself of facilities to transport it within a fairly reasonable period. Knowing the conditions at Cairo, it should not have received the cotton at Memphis, because it was not bound to receive freight when it had no facilities for transporting it, or when its line was already overtaxed and congested by freight previously accepted for transportation. Having chosen to do so, it could not be relieved from its undertaking because of the difficulties in the way of the performance of the contract, when its agent knew of such difficulties at the time the contract was executed. Yet, had lightning set the cotton on fire, or had one of the frequent river storms destroyed it, the court intimates that the delay preceding the accident might not have been regarded as the proximate cause of its destruction, entailing liability on the carrier for its loss. But in this case, it was charged, and proved to the court's satisfaction, that there was not merely delay, but negligent delay in

a dangerous place, willful, it might be said, and deliberate exposure of the cotton to danger of being set on fire by numerous boats and locomotives, which fixed the liability of the carrier.

### Liability of Elevator Agent's Bondsmen.

The Minnesota State Supreme Court has given a decision in favor of the Eagle Roller Mill Co. of New Ulm, in a suit by it against G. C. Dillman et al., to recover on the bond of an elevator agent. Action was against the sureties on a bond given by an agent to buy grain with the condition that he would, on demand deliver or account for all grain purchased by him for his principal and pay over all moneys in his hands belonging to him, the breach alleged being that he had failed, on demand, to deliver or account for the grain purchased by him or to pay over the money in his hands furnished him by the principal for the purpose of buying grain. The court holds that the fact that the principal, in the conduct of the business, used, and furnished for the use of his agent, scales which had not been tested and sealed, as required by state law, constituted no defense in favor of the sureties. The illegal act alleged (the use of unsealed scales in weighing the grain) constituted no link in the plaintiff chain of title to the grain or to money, or any part of his cause of action. Neither was the plaintiff dependent upon it for the purpose of establishing his claim.

## OBITUARY

Coll McFee, grain commission merchant of Montreal, Que., died recently.

Nicholas Boor, a prominent grain dealer of Sibley, Iowa, died recently of paralysis.

Robert Haddow, grain dealer of Sparta, Wis., died February 14 of neuralgia of the heart.

Jane C. C. Fraley, wife of the venerable President of the National Board of Trade, Hon. Frederic Fraley, died recently at Philadelphia in her 86th year.

Henry C. Chapin, a member of the firm of Norton & Worthingham, commission merchants of Chicago, died March 7. Mr. Chapin was prominent in social and business circles; he had been actively engaged on the Board of Trade for fifteen years.

Grenville J. Mitchell, grain merchant of Bath, Maine, died February 28, after an illness of several months, aged 76 years. He had successfully carried on the grain business for 30 years, but was forced to retire last fall on account of failing health.

John J. Griffin, who was formerly identified with the grain business of St. Louis, Mo., where he was considered one of the expert grain men of the city, died at Wheaton, Ill., March 1. Of late years Mr. Griffin had been connected with the Western Union Telegraph Co.

Wm. H. Vickery, one of the organizers of the Baltimore Corn and Flour Exchange, and who was prominently identified with that and other business enterprises of Baltimore years ago, died March 1, of paralysis. Mr. Vickery was 70 years old, and retired from business ten years ago.

Frank A. Sears, the pioneer grain commission merchant of Tacoma, Wash., died suddenly February 12 of apoplexy. Mr. Sears went to Tacoma in 1887 from Buffalo, N. Y., engaging in the grain trade in partnership with his son. He was the first president of the Tacoma Produce Exchange.

Joseph Butman Sr., member of the grain firm of J. & W. W. Butman, Lynn, Mass., died February 24, aged 75. Mr. Butman was one of oldest grain dealers in the city. He was born in Marblehead, and in youth followed the sea. About 30 years ago he began the grain business, locating at the well-known Butman's Mills, Little River, one of the oldest mill grants in the country, dating from 1790, or thereabouts. A widow and four children survive him. The local grain dealers voted to close their places of business during the funeral.

Geo. M. Irwin, formerly a grain broker in Pittsburgh, Pa., was recently sued for \$1,450.90, the amount of a sum deposited with Irwin & Co. for investment in grain. A widow, her sister and mother were the victims. They received a circular inviting people to invest in grain. Without seeing any member of the firm the woman sent them \$1,450.90 "as a wager, bet or stake upon a contingent event." She rarely received any remittance for profits. She demanded the return of her money, but could not get it. Irwin in his defense asserted that he acted as the plaintiff's agent; that he was to invest her money, and under the rates of the Chicago Board of Trade, charge her 20 per cent. on all profits and was not to be held liable for any loss. The jury returned a verdict in favor of the plaintiff for the full amount.

## WATERWAYS

The commerce of the Detroit River amounted to over 27,000,000 tons in 1896, an aggregate of more than 34,000 vessels passing Detroit during the season of navigation.

Senator McMillan says the question of a deep waterway connecting the great lakes and the seaboard will be taken up seriously and thoroughly at the coming session of Congress.

The Steel Canal Boat Company, which was organized for trade between the great lakes and the coast via the Erie Canal, has decided to increase its fleet from six to nineteen boats this season.

There have been some large shipments of grain from New Orleans this season, but on February 19 all previous records of a day's shipments were broken, when five vessels cleared with 427,142 bushels of corn, 60,000 bushels of oats, and 57,528 bushels of rye.

The entire sum appropriated for the deepening of the Chicago River has been made available at once. The drift of commerce to South Chicago, which has so long worried Chicago elevator men and others, may be checked, but it will be at enormous expense.

Another instance which shows the tendency of steamers toward large dimensions is seen in the fact that, while in 1820 the average tonnage of the vessels frequenting the port of New Orleans was 183, it rose to 236 tons in 1840, to 521 tons in 1860, and to 998 tons in 1880. In 1890 the average was 1,183 tons, and in 1896 it rose to 1,511 tons.

A cargo now and then is all the grain that is received at Cleveland, Ohio, by water, but there are prospects of a larger business of this nature in the future. The Big Four Railroad is to erect an elevator, and the B. & O. has some prospect of doing likewise, when grain may be received there for shipment to the seacoast at Baltimore, and to New York via the Erie Canal.

A Detroit steamer recently made a safe passage between that port and Cleveland, and a second line of boats has been put on the route. So the season of navigation on Lake Erie has opened; but, says the *Marine Record*, so far as vessel owners are concerned, they would like to see the general carrying trade hold off until May 1, as there is no living rate of freight to be obtained in the event of too early an opening of navigation.

It appears that the Consolidated Lake & Canal Transportation Co., which proposes to carry flour on the Erie Canal next season, will not be able to get new boats in time. This may prove a benefit to the canalboat men in the way of increased business. On the other hand, if the Transportation Co. has a good many new boats it will have the opposite effect on the canalboat men, many of whom think it better to fight the company from the beginning.

The Board of Directors of the Chicago Board of Trade, at the instance of prominent people interested in the welfare of Chicago's commerce, passed the following resolutions recently: "Resolved, That the development of commerce by water at this port demands the removal or lowering of obstructions to navigation in Chicago River, created by the La Salle, Washington and Van Buren Street tunnels." The resolution will be forwarded to the government.

Of 23 tramp steamers which carried away grain cargoes from San Francisco, Cal., one was abandoned at sea, and four met with serious mishap, usually damage to machinery. This is a very heavy percentage, and those that sailed latest have not yet reached destination, so that it is possible still further disaster may be reported. Evidently the tramp is not constructed for the peculiar trade offered from San Francisco, but it is also evident the cargo steamer has come to stay, and another year will see a class of steamers better suited to the trade, and see more of them than have before been known. The fact that a good crop is in prospect warrants the belief that the harbor of San Francisco will, during 1897, witness a decrease in the number of sailing vessels reaching out for grain cargoes, and an increase in number as well as in efficiency of steamers seeking the same class of business.—Commercial News.

A bill recently adopted by the Nebraska Senate limits charges on grain and hay used for feed at stock yards to the market price plus 50 per cent. of the price.

S. H. Stevens, Inspector of Flaxseed at Chicago, reports the receipts of flaxseed at Chicago in 1896 as 9,336,722 bushels, against 7,631,050 bushels in 1895; of this 89,952 bushels were received by lake in 1896, and 68,000 bushels in 1895. Shipments in 1896 were 5,692,037 bushels; against 4,197,835 bushels in 1895; of this 3,390,251 bushels were by lake in 1896, and 1,829,290 bushels in 1895. The receipts of flaxseed at Duluth were 4,796,000 in 1896; 4,332,000 in 1895. Shipments 4,826,000 in 1896; 2,459,000 in 1895.



# PRESS COMMENT

## THE BUFFALO ELEVATOR TRUST.

The trust, it is alleged, controls 52 elevators in Buffalo, shuts up half of them, and uses the remainder in the noble business of exacting robber profits from the trade. Here would be an opportunity for Mr. Lexow's investigation committee, and it would seem that in this case investigation might be followed by redress and punishment.—Superior Telegram.

## CIVIL SERVICE RULES FOR MINNESOTA INSPECTORS.

If the merit system applies and is satisfactory in police, fire and clerical departments, how much more is it so in a department where the employees annually establish grades affecting the value of hundreds of millions of dollars' worth of property in grains?

Whether or not civil service can be extended into and throughout the other departments of the state government, there would seem to be no doubt that it can be advantageously adopted and put into practice in this department, where intelligence, fitness and experience alone should be consulted in the selection and retention of employees.—Pioneer Press.

## TO TAX GRAIN BUSINESS IN MAINE.

The feed and seed bills will come up for consideration before the legislature this week. From an outside point of view it appears that by those bills, if they became laws, the dealers in the grain business outside of Maine would reap the advantages. Those laws would act against the interest of Maine's dealers in feed and grain supplies. The main object of those bills is to give the experimenting station at the Maine State College a large revenue. A provision of the bill is to have samples of each ear of feed, or grain, forwarded to Orono, and there be inspected. The cost to the dealers of Maine is estimated from \$25,000 to \$30,000 a year. Dealers from away could ship feed and grain into Maine and there would be no way to compel an inspection.—Sun, Lewiston, Me.

## IDEAS ON ELEVATOR MANAGEMENT.

Mr. Hill's policy with the Great Northern Elevators at Duluth would go to show that he regards them solely as an adjunct to the railroad, and for the benefit of which they are to be conducted. The policy of the Chicago elevator interests of which Armour is a leading light would suggest that Boards of Trade and railroads were conducted for the benefit of elevator owners. All of Mr. Hill's movements in recent years, as regards grain, point to but one object, the bringing of the seaboard and the grain fields of the northwest into closer union, and at the same time the conservation of his rail haul. At the present time the most inviting field toward the realization of that end is the bursting of the Buffalo elevator combine. The new Buffalo elevators will be run by and for the Northwest.—Commercial Record, Duluth.

## BUCKET SHOPS.

"The stock exchange and all other exchanges of this country," says Mr. Gibson in his book, "have a parasite in the so-called 'bucket-shop' which covers the land with a speculative midweed." The railing accusations and acrimonious denunciations of the stock exchange rise chiefly from the inability of many well-meaning people to distinguish between the practices of these parasites and the legitimate business of the exchanges. It would unquestionably help to cure a great popular grievance if by some judicious act of legislative surgery bucket shops could be completely removed. And not only that, but a great temptation to the inexperienced would be put out of reach, and many reputations, lost through the use of other people's money in the speculative opportunities which these concerns deceitfully hold out, be saved.—American Banker.

## NEW YORK AND THE DIFFERENTIAL.

New York grain merchants found the differential system an altogether lovely arrangement between 1882 and the close of 1895. The system was the same last year; but it was practically applied, as it had not been in preceding years, and the result of the enforcement was a redistribution of traffic which gave to Boston and the ports south of New York a relatively larger proportion of the grain export trade. Now, the New Yorkers want a re-arrangement of differentials so that they may again secure the lion's share of the grain trade. So long as the system was a dead letter, and New York got the business, the complaints of her southern competitors were disregarded, and the latter were compelled to draw what comfort they could from the shallow pretense that the rate schedules gave them an advantage. Under the operation of the Joint Traffic Association the differential rates have been

an actual factor in the trade; and New York has had enough of railroad equity.—Philadelphia Record.

## A SHORT LONG CROP.

The indications now are that the present season will furnish a good illustration of the ability of a short crop to prove a long one, so to speak, through the influence of economies and changes in uses of products under the recognition of shortage in supplies. The abundance and cheapness of other food articles have not only displaced wheat to some extent, but have precluded that advance in values which would naturally be looked for otherwise, under conditions such as appear to surround the question of supplies this year.—Cincinnati Price Current.

## Items from Abroad

In France the condition of the autumn sown crops is regarded as fairly satisfactory, and favorable weather now obtains for spring seeding.

A report to Broomhall from Kurrahee, India, is to the effect that India will resume exporting in the fall. It is said that the distress in India has been more on account of high prices than actual want of supplies, and that these will fall with good rains.

The probability of a further reduction of the export surplus crops of Argentine is reported, on account of adverse weather and locusts. Wm. Goodwin thinks there will be some surplus of Buenos Ayres crops for export to Europe, while Santa Fe and Entre Rios will have little or nothing for export.

Belgium imported during January 200,000 quarters (of 480 pounds) of wheat, and 2,000 sacks flour; the exports included 50,000 quarters wheat and 6,000 sacks flour. The net imports of wheat and flour in the six months ending January totaled 2,180,000 quarters, against 2,227,000 quarters in the corresponding period of the previous season.

Japan imported from the United States during the year ending June 30, 1895, hay valued at \$84; in 1894, \$62; in 1893, \$36; in 1875, \$749. Japan exported to the United States flax valued at \$547,731 in 1895; in 1894, \$250,334; in 1893, \$64,408; in 1875, \$4,833. That country exported to the United States rice valued at \$522,449 in 1895; in 1894, \$334,356; in 1893, \$324,412; in 1885, \$160.

The conditions in England the latter half of February are reported to be about the same as last year, with so much rain and little sunshine that tillage is in arrears. Clover, rye and other young forage crops look, on the whole, quite as promising as could be expected after alternations of frost and flood. While some wheatfields present a strong and a uniform growth, others have a ragged appearance, and occasionally a field may be seen in which wire-worm or other trouble has brought the crop to such a condition that it is a question whether it should be allowed to stand.

A German observer—Dr. Ballod—has been examining the agricultural resources of Siberia, and he reaches the following general conclusions: The total area of cultivate soil in eastern and western Siberia and Transbaikalia amounts to about 247,000,000 acres. That is to say, the whole agricultural area of the new country opening up to colonization is 30,000,000 acres less than the area of the public lands already disposed of west of the central line of the United States. Dr. Ballod reaches the conclusion from careful estimates of production and freights that a great increase in the cultivation of grain as a consequence of the completion of the Siberian railway is not to be expected so long as low prices rule in the markets of the world.

Belgium imported from Aug. 1, 1896, to January 31, compared with the same time of the previous year, grain as follows: Wheat, 2,848,500, against 2,909,000 quarters of 480 pounds each; rye, 181,500, against 88,000 quarters, of 480 pounds each; barley, 1,095,000, against 958,000 quarters, of 400 pounds each; oats, 246,500 against 90,500 quarters, of 304 pounds each; corn, 933,000, against 794,500 quarters, of 480 pounds each; wheat flour, 35,500, against 95,500 sacks; rye flour, 1,470, against 1,230 sacks. Exports for the same periods were: Wheat, 654,000, against 699,000 quarters; rye, 76,900, against 30,500 quarters; barley, 199,500, against 98,500 quarters; oats, 5,550, against 5,250 quarters; corn 331,700, against 264,500 quarters; wheat flour, 43,500, against 75,700 sacks; rye flour, 1,370, against 680 sacks.

A committee of the Missouri Senate has recommended the passage of a bill to abolish bucket shops.

It is alleged with positiveness that the elevator people at Buffalo have, in the last nine years, charged and collected \$10,000,000 in excess of what the law of New York allows for elevating and storing grain.—Superior Telegram.

## The EXCHANGES

Memberships to the Chicago Board of Trade are selling at \$795.

The Kansas City Board of Trade recently bought a car of corn and contributed it toward the relief of the starving people of India.

The Chicago Board of Trade is making things very uncomfortable for irregular traders, both inside and outside that organization.

The Indianapolis Board of Trade has withdrawn its resignation from the National Board of Trade, and will continue a member of the national body.

The directors of the Chicago Board of Trade have adopted a rule prohibiting the board grain samplers from acting as samplers for both parties to a transaction without the consent of both parties.

The following officers were elected at the annual meeting of the Board of Trade of Superior, Wis., February 25: President, Walter Fowler; First Vice-President, S. G. Williams; second Vice-President, J. H. Harper; Directors, C. C. Tennis, J. H. Harper, William Listman, Joseph Tuetuer and D. W. Twoby.

Our thanks are due Chas. N. Bell, Secretary of the Winnipeg Grain and Produce Exchange, for a copy of the ninth annual report of that body. The booklet contains about 50 pages, and is made up of the address of the President, reports, and statistical matter, also a list of the elevators and grain warehouses of Manitoba.

Geo. R. French was expelled from membership in the Chicago Board of Trade February 16, on the charge of bucket shopping trades. Last year Mr. French was suspended from the Board on the same charge. On March 2 the Board of Directors expelled G. S. Everingham on the charge of making entries of fictitious trades in transactions with customers of the firm of G. S. Everingham & Co.

The St. Louis Merchants' Exchange building was seriously damaged by fire early on the morning of February 24. The heaviest loss was on the top floor, the roof of the main building being destroyed, and many offices wrecked. The loss on the latter is estimated at \$10,000, the loss on the building \$50,000; both covered by insurance. The origin of the fire is unknown, though it is conjectured that it started either from defective electric light wires or spontaneous combustion in the attic.

## BOOK NOTICES.

**THE GRAINMAN'S ACTUARY.**—This volume, as its name indicates, is one of the grain dealer's tools, and a very handy one, too. It shows at a glance the cost of from 1 to 50,000 bushels of grain at any price from one-eighth of a cent to \$1.00 per bushel. The value of such a book is not only the time and labor saved, but the accuracy insured; for just as "Homer sometimes nods," so the grain man sometimes errs in his figures. The book is, of course, equally valuable in any business requiring similar computations. Such books as this usually sell at a relatively high price. The Grainman's Actuary, however, has been reduced to \$1.00, which makes it a very cheap book. The size of the book is convenient, being 4 1/4 x 7 1/2 inches. It contains 214 pages, with good cloth back, securely bound, and it is printed on good paper. It is published by Henry Nobbe, of Farmersville, Ill., who is himself a grain dealer and arranged and copyrighted a plan which he knew from practical experience would commend itself to grain dealers. Mr. Nobbe will send his book to any address on receipt of price.

**GAS, GASOLINE AND OIL VAPOR ENGINES.**—This is a new book, with the imprint 1897 upon its title page, designed to give general information in regard to this class of motors. The use of gas and gasoline engines has increased so rapidly and the field for their use has seemed to widen out so constantly, that technical knowledge available in the form of books has not kept pace with the subject. Hence this new book, from the pen of Gardner D. Hiscox, M. E., will doubtless find an unusually large number of readers for a work of this description, especially as the author appears to have performed his task in a very creditable manner. This work describes the theory and illustrates the design and operation of these engines for stationary, marine and vehicle motive power. It is copiously illustrated and explains the construction of a large number of the best known and most successful gas engines. The book makes a handsome octavo of nearly 300 pages, with about 200 illustrations. It is bound in cloth. It is published by Norman W. Henley & Co., 132 Nassau Street, New York, and the price is \$2.50. Readers who desire this work can secure it postpaid by remitting the price to the "American Elevator and Grain Trade."



## Late Patents

Issued on February 9, 1897.

Weighing Machine.—Edwin R. Jones, Kinsman, Ohio. No. 576,583. Serial No. 547,678. Filed April 30, 1895.

Gas Engine.—Lewis H. Nash, South Norwalk, Conn., assignor to the National Meter Co., New York, N. Y. Original application filed May 22, 1890. Serial No. 352,736; divided, and this application filed Aug. 16, 1890. Serial No. 362,194.

Corn Sheller.—Isaac P. Cadman, Beloit, Wis. No. 576,754. Serial No. 593,321. Filed May 27, 1896.

Process of Bleaching Rice.—Geo. A. Lanaux, New Orleans, La. No. 576,890. Serial No. 599,920. Filed July 20, 1896.

Grain Separator and Grader.—Samuel Barnes, Loveland, Colo., assignor of one-half to David Barnes, same place. No. 576,990. Serial No. 590,360. Filed May 5, 1896.

Issued on February 16, 1897.

Gas Motor.—Wm. Donaldson, London, Eng. No. 577,160. Serial No. 565,387. Filed April 4, 1895. Patented in England April 4, 1895. No. 6,972.

Vapor Engine.—Geo. W. Lewis, Chicago, Ill. No. 577,189. Serial No. 504,141. Filed March 19, 1894.

Issued on February 23, 1897.

Oil Engine.—Armand Peugeot, Valentigney, France. No. 577,536. Serial No. 600,914. Filed July 29, 1896. Patented in France Feb. 6, 1895. No. 244,925; in England May 21, 1896. No. 11,078.

Grain Cleaning and Scalping.—Belford G. Royal, Camden, N. J. No. 577,538. Serial No. 587,581. Filed April 15, 1896.

Gas Engine.—Luther H. Watites, Providence, R. I., assignor by direct and mesne assignments of three-fourths to Wm. B. Sherman, same place, and Byron C. Davis, Brooklyn, N. Y. No. 577,567. Serial No. 571,337. Filed Dec. 7, 1895.

Issued on March 2, 1897.

Explosive Engine.—Jesse Walrath, Racine, Wis. No. 577,898. Serial No. 571,507. Filed Dec. 9, 1895.

Bag Holder.—Cassie J. Cain, Stockbridge, Mich. No. 578,091. Serial No. 606,254. Filed Sept. 18, 1896.

Gas Engine.—Lewis H. Nash, South Norwalk, Conn., assignor to the National Meter Co., New York, N. Y. No. 578,112. Serial No. 396,561. Filed June 17, 1891.

Weighing Machine.—Francis H. Richards, Hartford, Conn. No. 578,158. Serial No. 598,084. Filed July 6, 1896. Also, No. 578,159, filed Aug. 26, 1896; No. 578,160, filed Sept. 14, 1896; No. 578,161, filed Sept. 17, 1896; No. 578,162, filed Sept. 21, 1896; No. 578,163, filed Sept. 30, 1896; No. 578,164, filed Sept. 30, 1896; No. 578,165, filed Nov. 3, 1896; No. 578,166, filed Nov. 24, 1896.

Bucket Elevator.—James M. Dodge, Philadelphia, Pa., assignor to The Link Belt Engineering Co., same place. No. 578,221. Serial No. 561,202. Filed Sept. 3, 1895.

Bag Holder.—Leeman C. Palmer, Lowman, N. Y. No. 578,261. Serial No. 573,952. Filed Dec. 31, 1895.

Oil, Gas or like Engine.—Walter Rowbotham, Birmingham, England. No. 578,266. Serial No. 589,776. Filed April 30, 1896.

### OHIO MILL FOR SALE.

For sale, a Barnard & Leas Plansifter Mill, latest improved machinery, three pair high feed mill. Also buckwheat and rye outfit. All complete and doing good business. Address

C. F. BOSLING, J. H. LOWREY, Receivers  
Florida Milling Co., Florida, Henry Co., Ohio.

### ENGINE AND BOILER FOR SALE OR EXCHANGE.

For sale, one 12-horse power Economic Return Flue Portable Boiler, Erie City make; also one 8-horse power automatic engine made by John T. Noyes Co., bought new in September, 1896. Will sell separate, or exchange for 20-horse power engine. Address

C. E. BURNS, Howell, Mich.

### ILLINOIS ELEVATOR AT A BARGAIN.

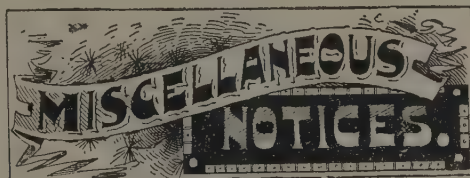
One 40,000-bushel elevator on the I. C., the C. B. & Q. and the C. R. I. & P. R. R.'s, with a large flour and feed business in connection. One 30,000-bushel elevator on the C. B. & Q. R. R. Both modern buildings, situated in good grain centers. Owing to advanced age and failing health will sell either or both for cash at a bargain. For full particulars address

GEO. D. LADD, Peru, Ill.

### WHOLE OR HALF INTEREST.

For sale, grain elevator in the corn belt of Central Illinois, on Wabash R. R. Capacity, 25,000 bushels; cribs, 7,500 bushels; 20-horse power engine, 25-horse power boiler; grinding mill and bolter, corn sheller, two cleaners, wagon dumps, office platform and hopper scales, good well and all modern conveniences. Price, \$7,000; \$2,000 cash, balance on good time; will sell whole or one-half interest. Address

C. F. TENNEY, Real Estate, Bement, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

### ELEVATOR WANTED.

Wanted to rent, a grain elevator of about 10,000 bushels' capacity in Indiana or Southern Michigan, by an experienced elevator man. Address

G. M. C. care of "American Elevator and Grain Trade," Chicago, Ill.

### ILLINOIS ELEVATOR FOR RENT.

Elevator in the best grain region of Illinois for rent. The best built and most complete house in this part of the state, on the C., C. & St. L. R. R. (Big-4). Has ear corn and grain dump, office scales, hopper scales, one run of 3½-foot French burrs, sheller and cleaner, 30-horse power engine, etc. Must be seen to be appreciated. Handled 75,000 bushels of grain in December and January; is running now. Possession given March 1, 1897. Address

LEVI RICHNER, Mansfield, Ill.

### POSITION AS BUYER WANTED.

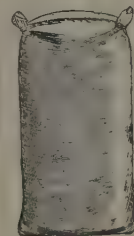
Position wanted with a good, reliable grain firm as buyer in the country. Am a good judge of all kinds of hard and soft spring wheat, either smutty or frosted; am also good judge of barley. Have had 6 years experience as grain buyer, three years as flour miller, and two years as oatmeal miller. Am at present managing a country elevator of 75,000 bushels' capacity, gasoline engine, and have a good salary, but North Dakota winters are too severe, and I wish to change locality. Am 28 years old, of good reputation, and can go well recommended. Address J. P. C. care "American Elevator and Grain Trade," Chicago, Ill.

### WE HAVE CHOICE

## Millet, Timothy, Clover and Flax Seed

On Hand for SEEDING PURPOSES. Write for Samples and Prices.

**FRANK L. HOWE & CO.,**  
RADCLIFFE, IOWA.



## GRAIN BAGS—BURLAPS.

All kinds of Bags,  
New and Second Hand.

ORDERS FILLED PROMPTLY.

**W. J. JOHNSTON,**

Factory and Office,  
182 Jackson Street, CHICAGO.

## The Kaestner Vertical Mill—The Best.

WHEELER, PORTER COUNTY, Ind., March 4, '97.  
Messrs. Chas. Kaestner & Co., Chicago, Ill.

Dear Sirs:—Yours of the second inst. received. In regard to the Kaestner Vertical Mill, it is the best mill that I have ever seen run. It gives entire satisfaction to myself and customers.

Yours truly,  
(Signed) CHARLES WALSH.

### SEND ORDERS FOR

HARD  
SOFT  
BLOCK  
BLACK-  
SMITH

**COAL**  
COKE

Best Grades  
Best Prices  
Best Deliveries

**TO MILES & COMPANY,**  
MINE AGENTS AND SHIPPERS. PEORIA, ILL.

## ROOFING AND SIDING.

**JAMES A. MILLER & BRO.**

129 and 131 South Clinton Street, CHICAGO.

## Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.



### DURABLE—EASILY APPLIED.

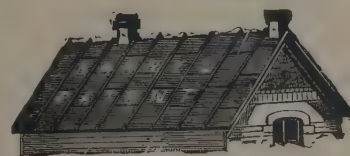
This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

**WARREN CHEMICAL & MFG. CO.,**  
56 Fulton St., New York, U. S. A.

## The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,  
Corrugated Iron,  
Siding and Metal  
Ceiling.

SEND  
FOR CATALOGUE.

**E. R. Ulrich & Son,**

SHIPPERS OF

**WESTERN GRAIN,**

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,  
SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

### ILLINOIS GRAIN STATIONS.

On account of other business we offer for sale two good grain stations in Central Illinois. These are both good opportunities for anyone desiring to engage in the grain business. Address

ILLINOIS, B. care "American Elevator and Grain Trade," Chicago, Ill.

### IOWA ELEVATOR.

For sale, a 10,000-bushel steam elevator equipped with sheller, cleaners, 44,000-pound hopper scales, wagon dumps, roller feed mill, team scales, office and fixtures, 50,000-bushel crib capacity. All in good repair. Crib alone rent for \$500 per year. Only grain elevator in Portsmouth. Last season's shipment 625 cars oats, corn and wheat. Price \$4,000. Address

MONAHAN BROS., Portsmouth, Iowa.



## CORN FOR SALE.

I have 50,000 bushels No. 2 corn in elevator for sale, all or half, at 27 cents per bushel.

Storage for one year, free; storage for second year, two cents per bushel.

Situated at junction of Pennsylvania and Big Four R. R.'s, near Indianapolis, where it will always sell on track within one cent of Chicago market.

**W. F. Crawford, Agent,**  
72½ E. Washington St., Indianapolis, Ind.

## COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

LEMAN BARTLETT.

O. Z. BARTLETT.

### L. Bartlett & Son,

GRAIN AND PRODUCE  
COMMISSION MERCHANTS.

### BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg  
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

## SHIP YOUR GRAIN

—TO—

### P. B. & C. C. MILES,

COMMISSION MERCHANTS,  
PEORIA, ILL.

Established 1875. LIBERAL ADVANCES  
QUICK RETURNS.

REFERENCES:—Commercial Nat Bank, Peoria Savings, Loan & Trust Co., Peoria.

ESTABLISHED 1865.

### L. EVERINGHAM & Co., Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.  
GRAIN AND SEEDS OF ALL KINDS  
For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

B. WARREN.

B. WARREN JR

### WARREN & CO.,

Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,  
Peoria, Ill.

### E. L. ROGERS & CO.,

ESTABLISHED  
1863.

COMMISSION  
MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw;

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.  
Manufacturers National Bank.  
Merchants National Bank.

### L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.

References: { Manufacturers National Bank, Philadelphia, Pa.  
Union National Bank, Westminster, Md.

## COMMISSION CARDS.

H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

### Shanks, Phillips & Co.,

COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, OHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank. Cash advances on B. of L.

### EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

21-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted. All sales direct.  
Letters Promptly Answered. I want a good Corn Account.

### Redmond Cleary

Commission Company,

RECEIVERS AND SHIPPERS,

CHAMBER  
OF COMMERCE

ST. LOUIS, MO.

### Rosenbaum Brothers, COMMISSION MERCHANTS

Receivers and Shippers.

GRAIN AND SEEDS.

ROOM 77 BOARD OF TRADE BUILDING,  
CHICAGO.

### A. R. CLOUGH,

MILLER'S AGENT,

### GRAIN AND MILL FEED,

Board of Trade Rooms, Manchester, N. H.

Letters promptly answered. All sales direct.  
I want a good Toledo corn account.

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

### Daniel McCaffrey's Sons, Successors to DANIEL McCAFFREY. HAY, GRAIN AND FEED.

EXCLUSIVELY COMMISSION.  
PITTSBURG, PA.

ACCOUNTS OF GRAIN DEALERS  
OR ORDERS FOR

## Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

### McLAIN BROS. & CO.,

RIALTO BUILDING, CHICAGO.



### F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS.

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

## COLLINS & Co.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

## CINCINNATI, OHIO.

## COMMISSION CARDS.

### J. J. BLACKMAN ASSOCIATED WITH L. E. BUNKER

COMMISSION  
MERCHANT.

Flour, Grain, Hay, Feed, Beans, Peas, Lentils,  
Seeds, Corn Goods, Etc.

274 Washington Street, - - NEW YORK.

### M. F. BARINGER,

...SUCCESSOR TO...

J. R. TOMLINSON & CO.,

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

### Martin D. Stevers & Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Rye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery  
bought and sold on margins.

### E. P. MUELLER,

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments  
of mixed ear lots.

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts under yearly contracts  
Write for estimates F. O. B. cars your city.

ESTABLISHED 1879.

### LEDERER BROS.,

## GRAIN and SEED

Commission Merchants,

BALTIMORE, - - MD

We give careful attention to every shipment, are always prepared to make cash advances on consignments. We make a specialty of handling spot goods, which we either sell after arrival or hold if requested. We solicit your trade as we do a strictly commission business. REFERENCES: Merchants National Bank, Baltimore, Md., and the Commercial Agencies.

### GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 80,000 bushels  
Let us know what you have to offer.



Look for This Space Next Issue.

WE MANUFACTURE A FULL LINE OF

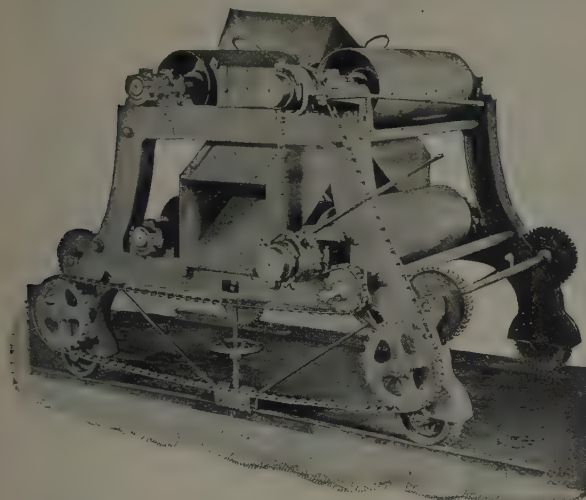
## GRAIN ELEVATOR MACHINERY AND APPLIANCES.

We furnished the machinery for the P. R. R. elevator, illustrated in the issue of this paper for February 15. We have also equipped the largest and most up-to-date elevators which have been built during the past season.

### DODGE MANUFACTURING CO.

Works and Main Office: Mishawaka, Ind.

BRANCH HOUSES: NEW YORK, BOSTON, CHICAGO.



### DUNEBARGER'S Hay and Grain Record

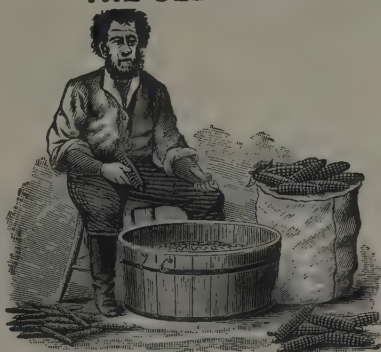
Gives history of each car from date of purchase to final settlement. Profit and Loss quickly seen; arrangement perfect, and a great aid in your business, also checking up accounts. Try it and you will not do without. Every Shipper or Receiver, large or small, wants it. Copyrighted.

Price, \$3.00, Containing 200 Pages.

—ADDRESS—

M. DUNEBARGER, - Fayette, O.

### THE OLD WAY.



For NEW and BEST Way  
ADDRESS

### UNION IRON WORKS,

DECATUR, ILL.,

Manufacturers of the CELEBRATED

### Western Shellers and Cleaners

The "Best in the World."

Elevator Supplies of All Kinds a  
Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences. Don't BUILD until you get our Plans and Prices.

Write for Catalogue.

### Trucks and Sack Holders.

Improved Trucks

Combination Truck and Step-Ladder, and Single Trucks, Sack Holders and Stand.

Best Boiler Compound recipe, the right to manufacture and use, with instructions. Price..... \$1.00

Combination Truck and Step-Ladder and Single Truck for \$3.00

Prices for larger number given. Write for prices and circulars. Circulars free.



PEERLESS MFG. CO., Springfield, Ohio

## JEFFREY

Roller, Steel and Special Chains  
—FOR—  
**ELEVATING  
AND CONVEYING  
MACHINERY**  
FOR HANDLING MATERIAL OF ALL KINDS.  
**POWER TRANSMISSION  
MACHINERY.**  
**COAL MINING MACHINERY.**  
Wire Cable  
Conveyors.  
For long and short distance conveying.

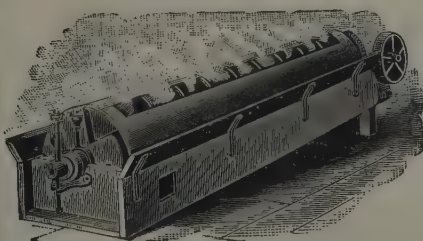
THE JEFFREY MFG. CO. 163 Washington St.  
Columbus, Ohio. NEW YORK.  
Send for Catalogue.

DAMP WHEAT can be PUT in CONDITION for  
GRINDING or STORAGE

By using our

## STEAM DRYER,

Which is also a successful  
Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.



It leaves the Wheat in Perfect Condition for the Rolls. Will also dry  
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

CORN MEAL AND HOMINY,  
BREWERS' GRITS AND MEAL,  
BUCKWHEAT, RICE AND  
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double  
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

### A GRAIN SPOUT

That will load cars without shoveling.  
It is worth its weight in gold. It will  
save you in labor all it costs in less than  
a month.



Send for Prices to

### H. SANDMEYER & CO.,

...PEORIA, ILL...

## PRICE REDUCED 66 PER CENT.

### Cawker's American Flour Mill and Elevator Directory.

FORMER PRICE, \$10.00.

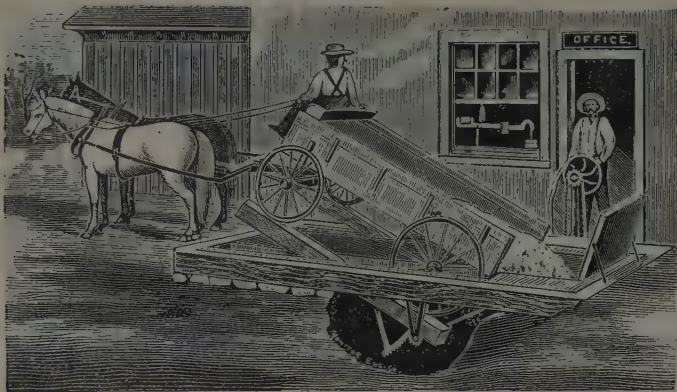
PRESENT PRICE, \$3.50.

We have a limited number of Cawker's American Flour Mill and Elevator Directory on hand, which we will sell at \$3.50 per copy. They will not last long at this price, so speak quick if you want one. We will furnish a copy of the Directory and a year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for \$4.50.

Address **MITCHELL BROS. CO.,** 184 and 186 Dearborn St., CHICAGO, ILL.



# Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No searing horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

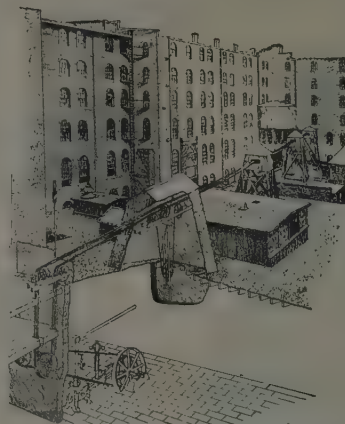
Yours truly,

M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



150 H. P. Outdoor Rope Drive Installed  
1891 at Plant of Michigan Stove  
Co., Detroit, Mich.

## MANILA ROPE POWER TRANSMISSIONS

OF ANY HORSE POWER DESIGNED AND ERECTED.

SHAFTINGS, PULLEYS, GEARINGS, SHAFT BEARINGS, FRICTION CLUTCHES CARRIED IN STOCK.

GRAIN TRIPPERS, CAR MOVERS, GRAIN SHOVELS, WAGON DUMPS, ELEVATOR BUCKETS, BOOTS AND BOLTS.

## LINK-BELT MACHINERY CO.,

ENGINEERS, FOUNDERS, MACHINISTS,  
CHICAGO, U. S. A.

## Roper's Practical Hand-Books for Engineers.

<i>Hand-Book of Land and Marine Engines</i> .....	Price, \$3 50
<i>Hand-Book of the Locomotive</i> .....	" 2 50
<i>Catechism of High-Pressure Steam Engines</i> .....	" 2 00
<i>Use and Abuse of the Steam Boiler</i> .....	" 2 00
<i>Engineer's Handy-Book</i> .....	" 3 50
<i>Questions and Answers for Engineers</i> .....	" 3 00
<i>Care and Management of Steam Boilers</i> .....	" 2 00
<i>Instructions and Suggestions for Engineers</i> .....	" 2 00
<i>The Young Engineer's Own Book</i> .....	" 3 00

These books embrace all branches of Steam Engineering—Stationary, Locomotive, Fire and Marine. Any engineer who wishes to be well informed in all the duties of his calling, should provide himself with a full set. They are the only books of the kind ever published in this country, and they are so plain that any engineer or fireman that can read can easily understand them. Address

**Mitchell Bros. Co., 184 Dearborn Street, Chicago.**

# J. B. ALLFREE MFG. CO.

## INDIANAPOLIS, INDIANA.

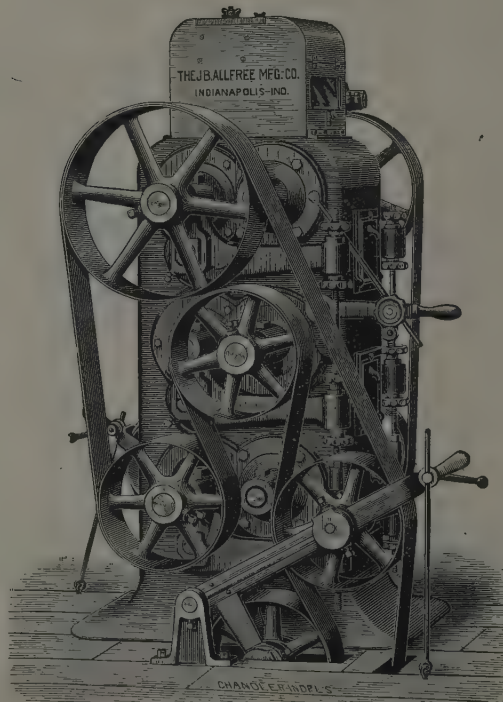
BUILDERS OF

### THE HIGH MILL SYSTEM, An Improved Milling System,

Makes Better Flour, Saves Power,  
Room and Labor.

Corn Shellers,  
Automatic Engines,  
Cornmeal Plants.

Describe wants and write for  
Circulars,



MANUFACTURERS OF

### FLOUR-MILL and ELEVATOR MACHINERY.

Improved Rope Drives,  
Shafting and Pulleys,  
Corn and Feed Rolls,  
Aspirating Meal Bolts,  
Hominy Separators,  
Grain Separators.

SPECIAL PRICES UPON APPLICATION.



"The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the 27 of the principal cities is alone worth many times this small sum and this is the only work which contains these lists, and they are correct and revised to date, besides the many thousands of places all over the country where grain is bought and sold!"

# BEGIN THE YEAR 1897 RIGHT!

## SEND A CHECK FOR \$3.00 BEFORE TOO LATE AND GET

### \$24.00 Worth of the Most Valuable and Up-to-Date Advertising and Works relating to the GRAIN TRADE FOR \$3.00

Read the Greatest Offer Ever Made to anyone who Operates an Elevator or Flouring Mill, who is a Grain Buyer or Seller, a Grain Commission Merchant, a Track Buyer or Seller, or ANYONE WHO DESIRES TO REACH ANY OF THIS CLASS OF CUSTOMERS.

SEND YOUR CHECK FOR \$3.00 and You Will Get the Following Works and Advertising. Worth \$24.00, Expressage Fully Prepaid.

Clark's Grain Dealers' and Shippers' Gazetteer for 1897-98, 500 pages, 9x12 inches, bound in cloth.....	regular price, \$ 5.00	} TOTAL
Space of fourteen agate lines for your advertisement in same.....	regular price, 10.00	
*Clark's Grain Dealers' and Shippers' Gazetteer for 1896, 300 pages, bound in cloth.....	regular price, 5.00	
Ropp's Commercial Calculator, 150 pages, the greatest work of the kind on earth for any grain man, worth \$10.00.....	regular price, 1.00	
Every Day Facts; a Condensation of a \$25.00 Encyclopædia, 484 pages. 7x10 inches.....	regular price, 1.00	
One Year's Subscription to Prime's Crop Bulletin, issued 24 times a year.....	regular price, 2.00	\$24.00

ALL FOR \$3.00 WITH ORDER, Expressage Fully Prepaid. Was Ever Such an Offer Made Before? Think of It! FOR \$3.00.

# CLARK'S GRAIN DEALERS' and SHIPPERS' GAZETTEER

## FOR 1897-98

Containing the Official List of Flouring Mills, Elevators, Grain Dealers, Shippers and Commission Merchants Located on ALL THE RAILROADS THROUGHOUT THE UNITED STATES AND CANADA.

To the Individual or Firm Receiving this Issue of the Elevator and Grain Trade:

GENTLEMEN:—Your business is located on one of these railroads somewhere in the U. S., and your name has been furnished for the work by the officials of said road, as the work is issued under their indorsement and with their co-operation. To print here all the roads represented would take up too much room. Should your firm, however, be a subscriber to **Clark's Grain Dealers' and Shippers' Gazetteer** for 1896 you are aware of the value of the works and advertising above mentioned, and that you paid the amount asked for the entire list for the book alone. Eighty per cent. of the subscribers have renewed, as before, without premiums or advertising space as offered above. The 1897-98 edition of this work (now being compiled) will include the lists of more than one hundred railroads not appearing in work for 1896. It will be between 400 and 500 pages, handsomely bound in cloth, and the work will be good for the years 1897 and 1898. The roads being alive to the importance of the work, every line represented gives the lists the most careful revision, so that absolute accuracy is guaranteed. Besides, the millers and elevators will be marked so that you can tell at a glance whether a firm belongs to the milling, elevator, grain buying or commission class. It contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., the list of officers of the leading Boards of Trade and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers. The price of the work hereafter will be \$5.00, but should you feel like taking advantage of the above you may do so, if you send your remittance—in that case you can have the entire list sent by express fully prepaid for only \$3.00. Here's an opportunity to get an immense amount of up-to-date information and valuable advertising for a very small sum. Any of the items mentioned are worth more than the price asked for all. Remember, only \$3.00 pays for the entire lot. Send at once so as not to be too late, and inclose "copy" for your advertisement. Write advertisement plainly, as "proof" cannot be shown. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Building, Chicago.

## It Has Occurred to Us

That all an advertisement might say would not influence you as much as to print (as we do below) THE NAMES OF OLD SUBSCRIBERS WHOSE ORDERS FOR THE 1897-1898 WORK WERE RECEIVED IN ONE DAY'S MAIL RECENTLY. It shows the diversity of the circulation of this great work and the high esteem in which it is held. Do you believe these hard-headed business men would send a RENEWAL for a work that did not pay them? They paid the price asked and received no premiums. You get \$24.00 worth for \$3.00. Send at once. (\*See foot note.) There are also a few letters from old advertisers in the previous work who send renewals for 1897-1898. Your advertisement ought to pay you the same or even better than it does them. A medium that an advertiser who has thoroughly tested it says is good must be VERY GOOD. Send us your order at once.

Chase, Hibbard Milling Co., Elmira, N. Y.  
The Weston Mill Co., Scranton, Pa.  
Jesse Jones & Son, Norfolk, Va.  
J. Chas. McCullough, Exp'r., Cincinnati, O.  
Southern Grain Co., Kansas City, Mo.  
Santona Roller Mills, Santona, Iowa.  
Saginaw Milling Co., Saginaw, Mich.  
Chas. A. Ayres & Co., Martinsville, O.  
Griffiths & Hayes, Ag'l Imp., Paoli, Kan.  
Ballard & Ballard Co. Mill, Louisville, Ky.  
McCord & Kelly, Columbus, J. H.  
Hennesch & Co., Cincinnati, O.  
Enterprise G'n Elevator, Binghamton, N. Y.  
L. Frersdorf & Son, Hudson, Mich.  
Pun Yan Roller Mills, Lenn Yan, N. Y.  
McFarlane Mill Co., Sherbrooke, Quebec.  
Dwight M. Baldwin, Jr., Graceville, Minn.  
Logan & Co., Grain, Nashville, Tenn.

Watertown Roller Mills, Watertown, S. D.  
The Cutler Co., North Wilbraham, Mass.  
Bentler & Co., St. Hyacinthe, Can.  
Miner, Hillard Flour Mills, Wilkesbarre, Pa.  
B. L. Bridges & Co., Memphis, Tenn.  
S. L. Hamilton, Ashland, Ind.  
G. W. Kennedy & Son, Shelbyville, Ind.  
S. R. Lown, Cuba, N. Y.  
Caughay & Curran, Detroit, Mich.  
Howell & Webster, Middletown, N. Y.  
Schwartz & Co., Walcott, Iowa.  
J. S. Lewis & Sons, Lockhart, Tex.  
Henry Lytle & Sons, Somers, Wis.  
R. L. LeBlanc, Grain, Chetawa, Miss.  
G. A. Richards, Grain, Guilford Center, N.Y.  
J. S. Liggett, Grain, Wellsburg, W. Va.  
John Wade & Sons, Memphis, Tenn.  
George H. Swearingen, G. Store, Dunbar, Pa.

Davis & Co., Elevators, Nevada, Mo.  
Edward J. Wilkins, Pittsburg, Pa.  
C. M. McLaughlin, Unity, Pa.  
G. L. McLane & Co., Union Mills, Ind.  
Hertz & Keefer, Kansas City, Mo.  
W. M. Reid, Grain, Bucyrus, O.  
Mercer & Kulp, Phoenixville, Pa.  
E. R. Ulrich & Son, Springfield, Ill.  
J. D. Nichols & Son, Cincinnati, O.  
Scott Roves' Sons, Valparaiso, Ind.  
Chas. H. Lindner, Glyndon, Minn.  
E. F. Grover, Grain, Springfield, Ill.  
C. O. Matheny & Co., Milwaukee.  
Robt. Elliot & Co., Grain, Milwaukee.  
A. Sperling, Dewey, Ill.  
Alden F. Hays, Grain, Sewickley, Iowa.  
W. A. McLogan & Co., Carroll, Iowa.  
R. J. Gothers, Hastings, Pa.

Oriental Roller Mills, Butler, Pa.  
California Store Co., California, Pa.  
Campbell, Morrell & Co., Passaic, N. J.  
E. B. Mohod, Pittsburg, Pa.  
G. C. McKay, Farmer, Neb.  
The Cerealine Mfg. Co., Indianapolis, Ind.  
C. L. Houghton, Springfield, Mass.  
Waples, Painter & Co., Munster, Tex.  
W. B. Crowder, Pottshoro, Tex.  
C. F. Snebble & Co., Sherman, Tex.  
J. B. Stringer & Co., Chatham, Ont.  
M. Bowes & Co., Bath, N. Y.  
DeJouge & VanHeulen, Grand Rapids, Mich.  
Henry Booklage, Marthasville, Mo.  
J. L. Ottaway & Co., Flushing, Mich.  
H. C. Amberg, Hickman, Ky.  
Mouon Elevators, Vincennes, Ind.  
W. A. Holland, Ft. Ritner, Ind.

"In the Opinion of the Leading Millers, Elevator Owners, Grain Merchants, Buyers and Sellers, it is the Best Work Ever Issued."

### Sandwich Enterprise Company.

SANDWICH, ILL., Dec. 2, 1896.  
Clark's Grain Dealers' & Shippers' Gazetteer, Chicago, Ill.  
Gentlemen:—We have yours of the 27th ult., and have concluded to place our advertisements in the Gazetteer which you are getting ready for publication, accepting your offer, which we understand is the same as made last year with. You may use the same full page advertisement as before, page 87, in your publication. You may also use the central page "ads." as found on pages 122, 134, 136, 138, 44, five in all.  
Yours truly,  
SANDWICH ENTERPRISE CO.,  
By W. H. Robertson, Asst. Secy.

### The S. Howes Co.

SILVER CREEK, N. Y., Dec. 2, 1896.  
Clark's Grain Dealers' & Shippers' Gazetteer, Chicago, Ill.  
Gentlemen:—We are in receipt of yours of the 25th and will state that we will take the page in your new book. We have never received a copy of the former book that you issued. The writer was in Chicago recently and saw one of your books at the American Mill office, at which time we took your name with the intention of writing you for a copy of the book, which please send us on receipt of this letter, as we are entitled to it and can use it to good advantage. Kindly send it promptly and oblige. We would just as soon use the copy that is in the old book.  
Yours very truly,  
Per F. L. Cranson, Secy. THE S. HOWES CO.,

### The Case Manufacturing Co.

COLUMBUS, OHIO, Dec. 2, 1896.  
Clark's Grain Dealers' & Shippers' Gazetteer, Chicago, Ill.  
Gentlemen:—In response to your letter of recent date we inclose to you order for renewal of full page advertisement in the Grain Dealers' & Shippers' Gazetteer for the years 1897-1898. It may be of interest for you to know that our year's advertisement in the Gazetteer was a valuable one to this company, and we confidently believe that greatly aided our trade, and it is with pleasure that we renew the same for the year above indicated.  
Wishing you abundant success, we remain,  
Yours truly,  
THE CASE MANUFACTURING CO.,  
By J. F. Oglevee, Vice-Prest.

Send your order at once. \$3.00 pays for all, to be sent express charges fully prepaid. Don't forget to send "copy" for advertisement at same time. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Bldg., CHICAGO, ILL.

\*The first 200 firms sending in their subscriptions will receive 1896 book free, as above mentioned. As we have only 200 of these books on hand, send in your orders quickly, with the "copy" for your 14-line advertisement. Write advertisements plainly as we cannot send proof of same.



# JAMES STEWART & CO.,

ENGINEERS AND CONTRACTORS FOR

## GRAIN ELEVATORS,

RAILROAD WORK AND HEAVY STRUCTURES,  
ST. LOUIS AND BUFFALO.

### CONSTRUCTION DEPARTMENT—WORK IN 1895.

#### GRAIN ELEVATORS:

500,000-bushel Elevator, with Marine Leg and Conveyor House 940 feet long, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
200,000-bushel Elevator for the Geo. P. Plant Milling Co., St. Louis, Mo.

#### RAILROAD BUILDINGS:

Two Freight Warehouses, each 115x625 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
Eighty Cotton Warehouses, 62x98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

#### RIVER AND HARBOR:

Dock and Warehouse, 225x1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

#### MISCELLANEOUS:

85,000 Spindle Mill, for the Berkshire Cotton Mfg. Co., North Adams, Mass.  
15,000 Spindle Mill, for the Home Cotton Mills Co., St. Louis, Mo.  
Warehouse for the Bemis Bros. Bag Co., St. Louis, Mo.  
10,000-bushel Distillery, the largest in the world, for the Indiana Distilling Co., Terre Haute, Ind.  
Two Cotton Warehouses, each 200x250 feet, for the Pelzer Mfg. Co., Pelzer, S. C.  
Cattle Barns, capacity 2,500 head, for the Indiana Distilling Co., Terre Haute, Ind.

500,000-bushel Storage Elevator for the Riverside Malt & Elevator Co., Riverside, Cincinnati, O.  
150,000-bushel Elevator for the Indiana Distilling Co., Terre Haute, Ind.

#### BUILDINGS:

Cotton Compress Warehouse, 108x310 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
Freight Station for the Baltimore & Ohio Southwestern R'y Co., Brighton, Cincinnati, Ohio.

# D. A. ROBINSON

Main Office: Auditorium Annex, Chicago.

Construction Office: Great Northern Steamship Docks, Buffalo, N. Y.



Designer and Builder of

## GRAIN ELEVATORS, MALT HOUSES

And all Kinds of Heavy Construction.

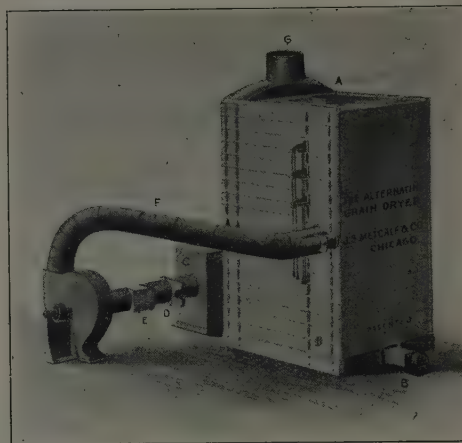
Patent System of Independent  
Leg Rope Drive.

Patent Double-Jointed  
Distributing Spouts.

Patent Automatic  
Grain Belt Tripper.

## A PERFECT GRAIN DRYER.

Wet or Damaged Grain Restored to Grade.



WRITE FOR DESCRIPTIVE CIRCULAR.

## JOHN S. METCALF & CO.,

Engineers,  
Grain Elevator Builders,

1075 WEST 15TH STREET, - - CHICAGO.

## The New Process Warehouse Corn Sheller.



Something New

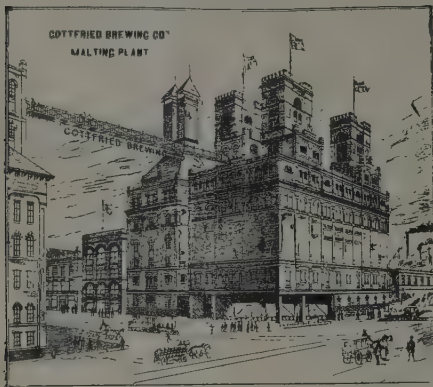
The  
Latest  
Improvements

Specially built for  
the Elevator and  
Grain Trade.

### A NEW PROCESS OF SHELLING CORN.

Some of the special features are: An Adjustable Cylinder, White Iron Shelling Parts, Spiral Shelling Head, Double Suction and Blast Fans, Positive Screw Feed, no Clogging, no Grinding of Corn, Cobs Left in Good Shape for Fuel, no Waste of Grain or Power. Address

MARSEILLES MFG. CO., MARSEILLES, ILL.



## WILHELM GRIESSER

ENGINEERING  
COMPANY . .

Designers and Builders of

Elevators, Breweries, Malt Houses,  
Distilleries and Machinery.

... Patentee and maker of the Grain  
Dryer "America," Direct Supporting  
Cellar Construction, Steep-Tank and  
Mash-Tub Valves.

907-911 Schiller Building, Chicago.

## Honstain Bros., CONTRACTORS AND BUILDERS OF . . Grain Elevators.



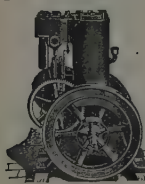
Estimates furnished on application for Transfer, Mixing and Storage Elevators. . . . .

We invite inspection of our designs and solicit correspondence respecting the construction of Grain Elevators. We keep a full line of Mill and Elevator Supplies.

### WE REFER TO THE FOLLOWING WORK WHICH WE HAVE DONE:

Nebraska City & Ill. Ele. Co., Chicago,	2,000,000	Interstate Grain Co., Minneapolis,	500,000
Bartlett Frazier Co., "	1,000,000	City Elevator Co., "	400,000
H. Rogers Co., St. Louis,	500,000	Security Grain Co., "	400,000
P. H. Peavey & Co., Minneapolis,	1,000,000	Royal Milling Co., Great Falls, Mont.,	100,000
S. S. Linton & Co., "	650,000	Jennison Bros., Janesville, Minn.,	100,000
S. S. Linton & Co., "	450,000	400 Country Elevators, from	10,000 to 50,000

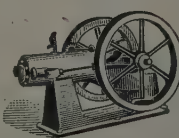
313 Third Street South, - Minneapolis, Minn.



### Prouty Electro-Gasoline Engine.

Has no equal for Shops, Factories, Dynamos, Hoisting, Pumping, Mills, Boats, Printing Offices, Tractors, Road Wagons.  
Built in sizes from 2 to 50 Horse Power.

THE PROUTY CO.,  
334 Dearborn St., Chicago, Ill.



### GASOLINE ENGINES

Are the best and cheapest power for Elevators, Conveyors, Feed Mills, Corn Shellers, Etc. . . . .  
Catalogue Free.

The Van Duzen Gasoline Engine Co.,  
CINCINNATI, OHIO.



**The Heidenreich Construction Co.,**  
 ENGINEERS AND GENERAL CONTRACTORS,  
 Designers and  
 Builders of  
**GRAIN ELEVATORS**  
 Steel and Wood Construction,  
**MALT HOUSES AND BREWERIES,**  
 541 The Rookery, Chicago, Ill.

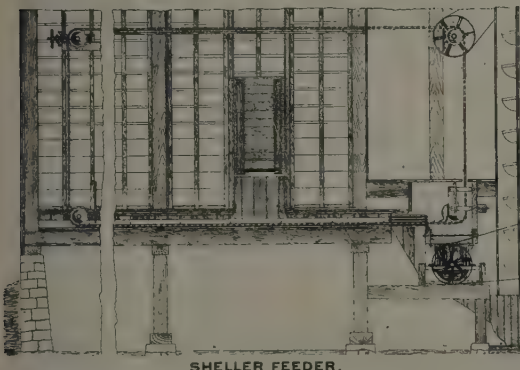
**TROMANHAUSER BROS.,**  
 ARCHITECTS, CONTRACTORS, AND BUILDERS OF  
**GRAIN ELEVATORS.**  
 COUNTRY, TRANSFER, MIXING, MARINE, AND  
 TERMINAL STORAGE ELEVATOR PLANTS.  
 Plans Submitted and Estimates Furnished.  
 315 New York Life Building, MINNEAPOLIS, MINN.



**WHEN YOU WANT**  
 Elevator or Mill  
 Supplies,  
 Cleaning Machines,  
 Feed Mills,  
 Corn Shellers,  
 Engines and Boilers,  
 Gasoline Engines,  
 Horse Powers,  
 WRITE TO

**GREAT WESTERN MANUFACTURING CO.**  
 General Office and Factory, LEAVENWORTH, KAN.  
 Warehouse and Salesrooms, 1221-1223 Union Ave., KANSAS CITY, MO.  
 SEND FOR OUR ILLUSTRATED CATALOGUE.

**THE B. S. CONSTANT COMPANY,**



DESIGNER AND  
 BUILDER OF  
**Grain  
 Elevators,**  
 MANUFACTURER OF  
 Grain Cleaning Machinery  
 For Elevators and Mills,  
 Seed and Farm Fanning Mills,  
 Automatic Self-Feeding Ear  
 Corn Elevator Boot and  
 Sheller Feeder.

Our Elevator Cleaner collects all dust at the head of the elevator before the grain reaches the bins. It also removes the loose silk, shucks and snow out of ear corn and conveys it to the dust room. Correspondence solicited.  
 S. W. CORNER DOUGLAS AND PRAIRIE STREETS, BLOOMINGTON, ILL.

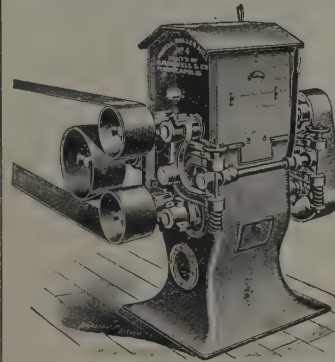
**THE INK** WITH WHICH THIS PUBLICATION IS PRINTED  
 IS MADE BY THE  
**QUEEN CITY PRINTING INK CO.**  
 SOUTH ST CINCINNATI, O.

**Macdonald Engineering  
 Company,** CONTRACTING ENGINEERS,  
 Designers and Builders of Wood and Steel  
**GRAIN ELEVATORS**  
 Any Capacity.  
 1454, 1455 and 1456 Monadnock Block, Chicago, Ill.

**SEELEY, SON & CO.,**  
 Fremont, Neb.



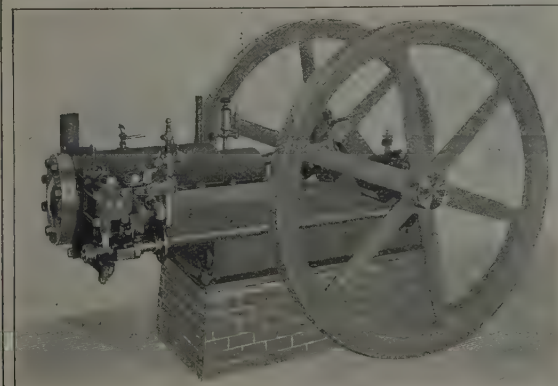
*Architects and Builders*  
 OF ALL KINDS OF  
**GRAIN ELEVATORS.**  
**WE MANUFACTURE EVERYTHING ...**



Pertaining to Grain Elevators, including Roller Feed Mills, Power Corn Shellers, Crane Single and Double Gear Elevator Horse Power, the Minneapolis Horse Power, Engines, Boilers, Car Pullers, Power Grain Shovels, Elevator Boots, Grain Spouts, Pulleys, Shafting, Hangers, Boxes, Couplings, Link Chain, etc., etc.

Write for prices direct to the manufacturers,

**R. R. HOWELL & CO., Minneapolis, Minn.**  
**"NEW ERA" GASOLINE ENGINE.**



Easy to Start.  
 Easy to Operate.  
 Vertical Poppet Valves.  
 Electric or Tube Igniter.  
 Any working part removed for cleaning or repairing without disturbing other parts.  
 Heavy and substantial. First class throughout.  
 Thoroughly Guaranteed.  
 Sizes 10 to 60 H. P.

For Catalogue and Prices address

**NEW ERA IRON WORKS, 30 WAYNE AVE., DAYTON, OHIO.**

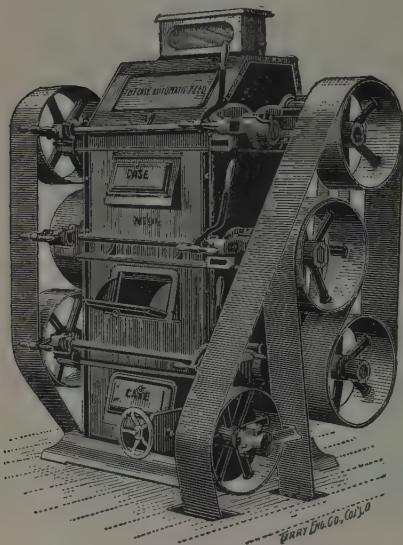


## Elevator Men,

Who put in a **ROLLER FEED MILL** last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

### The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



ONTARIO, IND., April 8, 1895.

The Case Manufacturing Co.,  
Columbus, Ohio.

DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K.

Yours respectfully,  
M. S. MILLER.

We Keep a Full Line of  
**ELEVATOR AND MILL SUPPLIES  
AND MACHINERY.**

Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

**CORN MEAL BOLTS.**

WRITE US FOR PRICES BEFORE BUYING.

**THE CASE MFG. CO., COLUMBUS, OHIO.**

## THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.

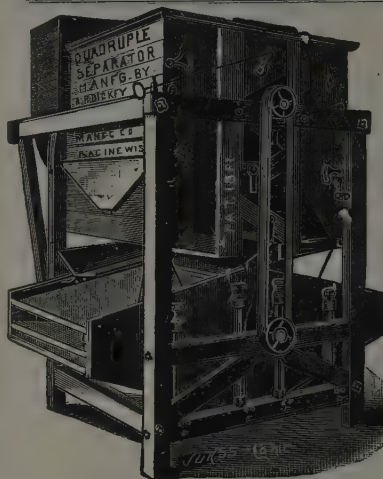
Over-Blast Suction Separator.

**THE  
STANDARD  
IN THEIR  
LINE.**



**"Grain  
Cleaned  
to a  
Standstill."**

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suction, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

**A. P. Dickey Mfg. Co.**  
**RACINE, WIS.**

## THE CONTINENTAL HOTEL

IS THE ONLY FIRST CLASS HOTEL IN THE IMMEDIATE BUSINESS AND AMUSEMENT CENTER OF THE CITY CONDUCTED ON THE

**AMERICAN PLAN AT \$2.00 PER DAY**  
STEAM HEAT, PASSENGER ELEVATOR  
AND OTHER MODERN CONVENIENCES.

**TABLE AND SERVICE THE BEST**

ROOMS NEWLY AND NEATLY FURNISHED. THE NEXT TIME YOU ARE IN CHICAGO TRY THE CONTINENTAL, YOU WILL FIND IT HOMELIKE AND COMFORTABLE.

CHAS. O. BLOOM

PROPRIETOR.



WABASH AVENUE AND MADISON STREET.

CHICAGO, ILL.

## THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

*Now in Successful Operation  
at Toledo, Ohio.*

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

**It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.**

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

**The Smith Pneumatic Transfer & Storage Co.,**  
**1327 Manhattan Building,**  
**315 DEARBORN ST., CHICAGO.**

# SEEDS

### THE ALBERT DICKINSON CO

Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass,  
Lawn Grass, Orchard Grass, Bird Seeds, Ensilage Corn,  
Pop Corn, Buckwheat, Field Peas, etc.

OFFICES, COR. CLARK & SIXTEENTH STS. CHICAGO, ILL.



# Conveying, Elevating and Power-Transmitting Machinery

## H. W. CALDWELL & SON CO.

SPECIALTIES FOR MILLS AND GRAIN  
ELEVATORS.

GENERAL MACHINISTS,

127, 129, 131, 133 West Washington St.

CHICAGO.

CALDWELL

STEEL CONVEYOR.

Manufactured exclusively by us at Chicago, with latest improvements.



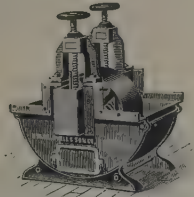
CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

LINK BELTING.  
SPROCKET WHEELS.  
COTTON BELTING.  
RUBBER BELTING.  
LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
ELEVATOR BUCKETS.  
CONCRETE MIXERS.

FRICTION CLUTCHES.  
JAW CLUTCHES.  
COUPLINGS.  
FLEXIBLE SPOUTS.  
GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
COGSWELL MILLS.  
HANGERS.  
PERFORATED METALS.

PILLOW BLOCKS.  
IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
TAKE-UP BOXES.  
TURN HEAD SPOUTS.  
WIRE CLOTH.

Elevator  
Boot.



CUT OUT, FILL IN AND MAIL TO SECRETARY W. H. CHAMBERS, DES MOINES, IOWA.

(SEE OTHER SIDE.)

## APPLICATION FOR MEMBERSHIP.

W. H. CHAMBERS,

Secretary of the Grain Dealers' National Association.

DES MOINES, IOWA

189

SIR:—

.....hereby make application for Membership in THE GRAIN DEALERS' NATIONAL ASSOCIATION OF THE UNITED STATES, in accordance with the rules and regulations governing the Association, and to which I have subscribed on the back of this Application, and enclose herewith the membership fee of \$10.00.

Firm Name.....

City or Town ..

County..... State

Number of Elevators

Located

At .....

At .....

At .....

At .....

At .....

At .....

At .....

At .....



# THE "OTTO" GASOLINE ENGINE,

SIMPLEST  
CHEAPEST  
BEST

## POWER FOR . . .

### Grain Elevators, Flour and Feed Mills, Water Works, Electric Light Stations.

**The Otto Gas Engine Works,**  
33d & Walnut Sts., PHILADELPHIA, PA.

OFFICES: { 245 Lake Street, CHICAGO.  
321 S. 15th Street, OMAHA.  
212 Nicollet Avenue, MINNEAPOLIS.  
35 E. Ohio Street, INDIANAPOLIS.

CUT OUT, SIGN AND MAIL TO SECRETARY W. H. CHAMBERS, DES MOINES, IOWA.  
(SEE OTHER SIDE.)

## CONSTITUTION AND BY-LAWS OF THE GRAIN DEALERS' NATIONAL ASSOCIATION.

Adopted at Chicago, November 9, 1896.

### CONSTITUTION AND BY-LAWS.

#### PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of a National Association of Grain Dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those who are regularly engaged in the grain business, the formulating of rules to govern the transaction of business and the promotion of friendly relations among legitimate grain men of the country.

#### CONSTITUTION.

##### ARTICLE I.—NAME.

Section 1. The name of this organization shall be The Grain Dealers' National Association.

##### ARTICLE II.—MEMBERSHIP.

Section 1. Any person, firm or corporation operating a grain elevator and engaging in the buying and selling of grain continuously, may become a member of this Association; also, any person, firm or corporation who has been engaged in the buying and selling of grain continuously at one station for at least 2 years, yet has no elevator, may, upon the recommendation of two persons or firms who are members of this Association in good standing, and are operating grain elevators at the same or nearby stations, be admitted to membership.

Sec. 2. Regular grain receivers and regular truck buyers, who do not sell grain for, or send bids to, or buy grain from grain scalpers, irregular grain dealers, transient buyers or "scoop-shovel men," may be admitted to honorary membership upon the payment of the regular membership fees.

Sec. 3. No person, firm or corporation shall be admitted to membership in this Association unless he or it shall receive the full vote of the Board of Directors, and shall subscribe to this constitution and by-laws.

##### ARTICLE III.—OFFICERS.

Section 1. The officers of this Association shall consist of president, first vice-president, second vice-president, a treasurer and a secretary, and a board of directors consisting of the president, the secretary and five members of the Association.

Sec. 2. In case a vacancy occurs in the Board of Directors between meetings, the President shall appoint a successor for the balance of the term of office.

##### ARTICLE IV.—DUTIES OF OFFICERS.

Section 1. It shall be the duty of the President to preside at all meetings of the Association, and at all meetings of the Board of Directors, and to sign all orders drawn on the Treasurer by the Secretary.

Sec. 2. In the absence of the President, the First Vice-President shall preside at all meetings of the Association.

and in the absence of both, the Second Vice-President shall preside.

Sec. 3. It shall be the duty of the Secretary to record and preserve all minutes of meetings of the Association, conduct correspondence and issue notices of meetings to each member. He shall make a report at each annual meeting, keep members posted on what is being done between meetings, and perform such other duties as may be required by the Board of Directors.

Sec. 4. It shall be the duty of the Treasurer to collect all fees and dues, have charge of all moneys of the Association, and pay out money only upon orders signed by the President and Secretary. He shall report the state of the finances at each regular meeting of the Association.

##### ARTICLE V.—FEES AND DUES.

Section 1. The membership fee of the Association shall be \$10, which shall accompany each application for membership.

Sec. 2. The annual dues shall be \$5, more or less, according as the Association shall decide at the annual meeting, payable on the first of each year. Members who have more than one house shall pay in addition to the annual dues, an annual fee of \$1 each for first 10 houses; a fee of seventy-five cents for each house in excess of 10 and not over 30, and a fee of fifty cents each for each house in excess of 30.

##### ARTICLE VI.—AMENDMENTS.

Section 1. This constitution may be amended at any annual meeting of the Association, by an affirmative vote of two-thirds of the members present. Notices of proposed amendments must be mailed to each member at least thirty days prior to the annual meeting.

#### BY-LAWS.

##### ARTICLE I.—MEETINGS.

Section 1. There shall be annual meetings of this Association, subject to the call of the Board of Directors.

Sec. 2. A quorum shall consist of 50 members, who shall be represented by person or proxy.

Sec. 3. The Board of Directors shall meet quarterly, at such time and place as they may decide upon.

##### ARTICLE II.—ELECTION OF OFFICERS.

Section 1. Officers shall be elected, by ballot, at each annual meeting, and hold their offices for one year, or until their successors are duly elected and have qualified.

##### ARTICLE III.—EXPENSES OF OFFICERS.

Section 1. The traveling and hotel expenses of all officers at regular and special meetings shall be paid by the Association.

Sec. 2. The Secretary shall receive a salary of \$1,000 per year.

Sec. 3. The Treasurer shall give bonds in the sum of \$5,000.

##### ARTICLE IV.—APPLICATIONS FOR MEMBERSHIP.

Section 1. Applications for membership accompanied by the membership fee shall be made to the Secretary and turned over to the Board of Directors. Each applicant must be recommended by two members in good standing, and the applicant shall become a member upon receiving the unanimous vote of the Board of Directors, and subscribing to the Constitution and By-laws. If the applicant is not elected a member, his membership fee shall be returned to him.

##### ARTICLE V.—STANDING COMMITTEES.

Section 1. The Board of Directors shall act as an executive committee.

Sec. 2. There shall be a standing Committee on Transportation consisting of five members, appointed by the President at each annual meeting.

Sec. 3. The Secretary or complaining member shall refer to the Board of Directors all matters needing adjustment, such as discrimination in freight rates, shortages, dishonest returns, or other grievance between any member and railroad, consignee, or others.

Sec. 4. The Board of Directors shall make a thorough investigation of all complaints, attempt to secure settlement of same and report every case to the Association.

##### ARTICLE VI.—DUTIES OF MEMBERS.

Section 1. The name of any member of this Association who has not paid his annual dues shall, after due notice, be stricken from the roll of membership.

Sec. 2. It shall be the duty of members to aid in protecting the interests of every member of the Association.

Sec. 3. Members of this Association shall not buy grain at any station where they are not regularly doing business and where there is a regular buyer who is a member of this Association without the consent of such buyer.

Sec. 4. So far as lies in their power, members of this Association shall not transact business with irregular dealers; with parties against whom unfairness is proved; with receivers who patronize irregular dealers, or with those who solicit grain from farmers or irregular dealers.

Sec. 5. It shall be the duty of every member of this Association who learns of any commission firm, receiver or track buyer soliciting or encouraging shipments from farmers or irregular dealers, to report the name of said commission firm or receiver, together with the facts in the case, to the Secretary, who shall record the same in a book kept for that purpose, and he shall immediately notify each member of this Association.

##### ARTICLE VII.—AMENDMENTS.

Section 1. These by-laws may be amended by a majority vote of those present at a regular meeting. Formal notices of proposed amendments must be mailed to members at least thirty days prior to the meeting.

We hereby subscribe to the foregoing constitution and by-laws and agree to give the association our hearty support.

Recommended by

Address





ARE YOU TROUBLED WITH



# GROWN OR LEGGY WHEAT?

*...If so we can help you out...*

Read the following from parties using our "EUREKA" Horizontal Close Scourers for this class of work. We will guarantee to do as well for you. Prices to suit the times. . . . .

**CAPACITIES FROM 5 TO 1,000 BUSHELS PER HOUR.**

R. D. SNEATH.

A. A. CUNNINGHAM.

**SNEATH & CUNNINGHAM,**

*Grain and Seeds.*

TIFFIN, OHIO, Oct. 5, 1896.

THE S. HOWES CO., Silver Creek, N. Y.

DEAR SIR: Your favor of the 3d received and noted. We inclose you our check for \$..... in payment of your No. 2 1/2 Eureka Close Scourer, which we bought of you for handling grown wheat. It is giving the best of satisfaction, in fact we could not get along without it this season.

Wishing you the best of success, as your machine deserves, we are yours,

SNEATH & CUNNINGHAM.

**S. J. BROWN, Buyer and Shipper of Grain.**

LIBERTY, NEB., Sept. 30, 1896.

THE S. HOWES CO., Silver Creek, N. Y.

DEAR SIR: Some time ago I wrote you about my No. 4 Eureka Oat Clipper. The little difficulty I had with it was overcome before I got your reply. It is one of the finest machines I have ever had anything to do with. It has made me one thousand dollars this season on leggy or grown wheat. It does the work in the best possible manner and with one operation. It raises the grade and weight of the wheat to our entire satisfaction. Anyone having trouble this season with leggy or grown wheat can add nothing to their mill or elevator that will give them as good satisfaction as your Eureka Machines.

Yours very truly, S. J. BROWN.

**FOR FULL INFORMATION OF THESE MACHINES WRITE**

# THE S. HOWES COMPANY,

**"Eureka Works,"**

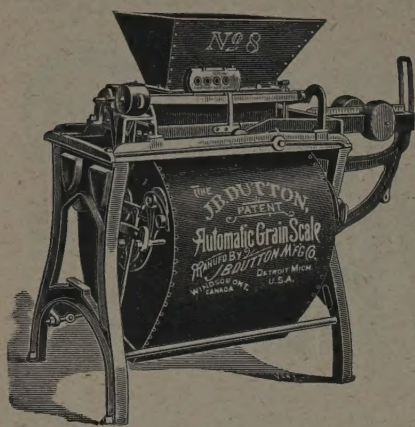
**SILVER CREEK, N. Y.**

Successors to Howes, Babcock & Co., Howes, Babcock & Ewell Howes & Ewell, S. Howes.

**ESTABLISHED 1856.**







# J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.

SEND FOR CIRCULAR AND PRICE LIST.

Address

**J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH.**

## The Grainman's Actuary.

Showing at a glance the cost of from 1 to 50,000 bushels at any price from one-eighth of a cent to \$1.00 a bushel. Prices run through the books in an indexed form. Can find any price quickly. Size of book,  $4\frac{7}{8} \times 7\frac{1}{2}$ ; 214 pages. Fine cloth backs. good paper and well bound. Copyrighted.

### WHAT ITS USERS SAY

DECATUR, ILL., January 4, '97.

To Whom it May Concern:

We have used the Actuary issued by Henry Nobbe, of Farmersville, Ill., and find it a very valuable assistant in our work.

SUFFERN, HUNT & Co.

LITCHFIELD, ILL., January 4, 1897.

Mr. Henry Nobbe.

DEAR SIR:—We have your favor in the morning's mail, in regard to Grainman's Actuary. In making out account sales it is invaluable; in fact we could not do without it. It saves time and labor; just one glance is all that is necessary. We would not take \$20.00 for our book if we knew we could not replace same. Just the article every grain dealer wants and essential to correctness where account sales of grain have to be made out.

Very respectfully,  
MUNDAY & CAREW Co.

MARINE, ILL., January 7, 1897.

Henry Nobbe, Esq.

DEAR SIR:—Received your Actuary and have examined it carefully. We find that it saves us time and work, and earnestly recommend the book to all grain buyers. Yours truly,

VALIER & SPIES MILLING Co.

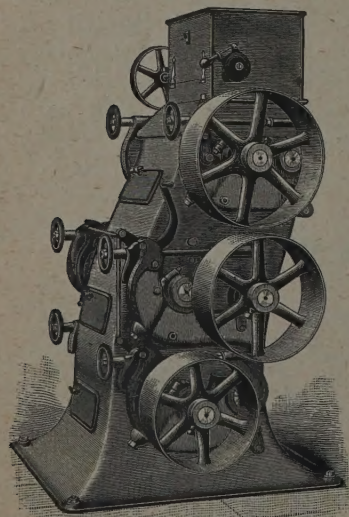
Price reduced to \$1.00 per copy. Mailed on receipt of price. Published by

**HENRY NOBBE, Grain Dealer, Farmersville, Ill.**

## NORDYKE & MARMON CO., Indianapolis, Ind., FLOUR, CORN AND ELEVATOR MACHINERY.

QUALITY TO SUIT THE MOST EXACTING.

PRICES TO SUIT THE TIMES.

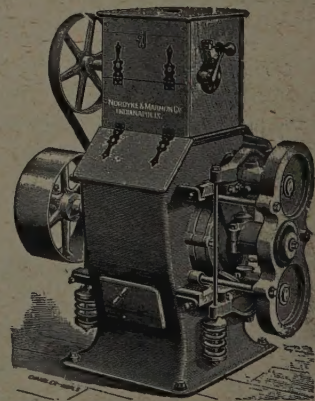


Three Pair High Six Roller Mill.

Corn Shellers,  
Grain Cleaners,  
Flour and Bran Packers,  
Flour Feeders and Mixers,  
Portable Buhr Mills,  
Hominy Mills,  
Wheat Heaters,  
Scales,  
Shafting,  
Pulleys,

Hangers,  
Boxes,  
Gearing  
Belting,  
Steel Conveyors,  
Wood Conveyors,  
Link Belt,  
Sprocket Wheels,  
Engines and Boilers,  
Water Wheels,

Elevator Supplies.



Three Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS

No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

WRITE US, SAYING WHAT YOU WANT.

**NORDYKE & MARMON CO., - INDIANAPOLIS IND.**



# "Virtually Paid for Itself."

## WHAT MORE IS THERE TO BE SAID?

CHICAGO, ILL., February 21, 1897.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

Gentlemen:—We have just received your letter and receipt for the check we sent you in payment of your No. 5 **Invincible** Oat Clipper we recently purchased of you, and in answer to your inquiry in regard to how the Clipper works, will say that we never had a machine of any description in our place that has suited us any better than the one we have just purchased of you.

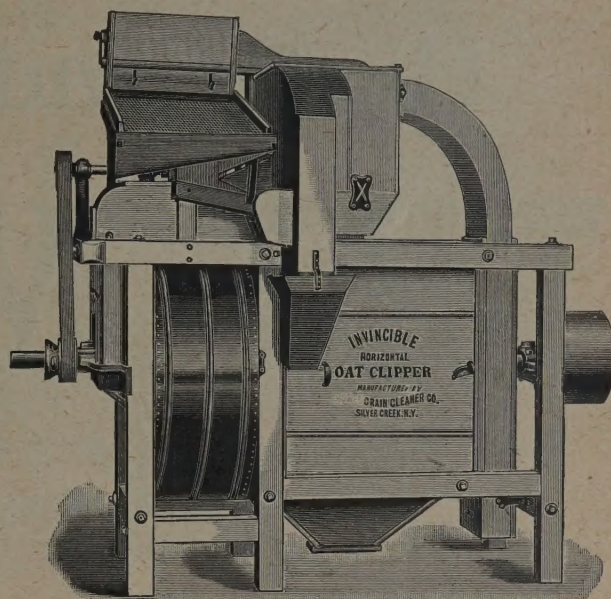
The machine has been running almost constantly since it was set in place and we are willing to say that it has virtually paid for itself in this short time.

The suction seems to work better than on any machine, clipper or cleaner, that we have ever used. We have run at 400 bushels' capacity per hour with all beaters on and have raised the weight of the oats on the same, running from two as high as 6½ lbs. per bushel.

You may use this letter at any time you wish, and will further say that we will be pleased to show or have you refer anyone to us regarding the Clipper.

Yours very truly,

S. W. EDWARDS & SON.



*Every user of the **Invincible** talks the same way.*

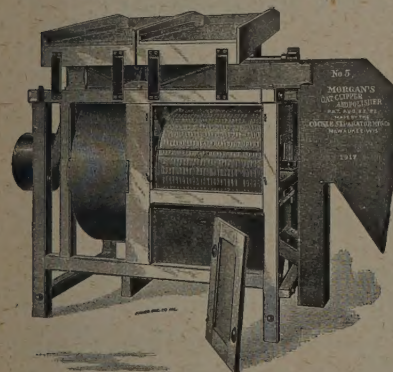
Get the best made and you will get the best results.

# Invincible Grain Cleaner Company,

Silver Creek, New York.

INVINCIBLE WORKS. SOLE MANUFACTURERS AND PROPRIETORS INVINCIBLE GRAIN CLEANING MACHINERY.

## CAN YOU TELL A GOOD THING?



### The Morgan Oat Clipper

AND THE

### KAESTNER PATENT PORTABLE FEED MILL

Are two machines that are recognized as the "best."

We also carry in stock for immediate shipment, Horizontal and Vertical Engines and Boilers and a full line of Power Transmitting Machinery, including Shafting, Pulleys, Hangers, Belt Buckles, Belt Punches, Steel Conveyors, Elevator Buckets, Gearing, Belting, Lacing, Elevator Bolts, Iron Elevator Boots, Swivel Spouts, Steel Scoops and a full line of General Mill Furnishings.

## CHAS. KAESTNER & COMPANY,

MACHINISTS, FOUNDERS AND MILL FURNISHERS,

241-249 S. Jefferson St., Chicago, Ill.

## An Offer to Hay and Grain Men

THE AMERICAN ELEVATOR AND  
GRAIN TRADE,

THE HAY TRADE JOURNAL AND  
DIRECTORY,

\$1.00 per year.

MONTHLY.

\$2.00 per year.

WEEKLY.

## BOTH FOR \$2.00.

ADDRESS EITHER

The Hay Trade Journal, OR Mitchell Bros. Co.,  
Canajoharie, N. Y. 184 and 186 Dearborn St., Chicago, Ill.

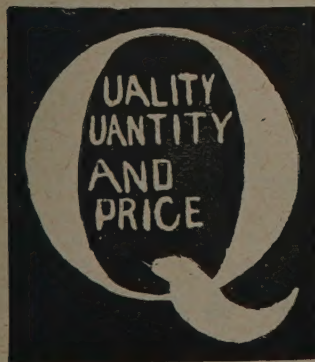
## BISULPHIDE OF CARBON,

Of Special Grade for Killing Insects in Warehouses, Etc.

Send for Instructions and Order Direct from  
the Manufacturer,

EDWARD R. TAYLOR,

CLEVELAND, OHIO.



Three features we offer in-  
tending purchasers when  
in want of

## Roofing

Siding, Ceiling, Galvanized  
Iron, Shutters, Doors and  
Arch. Sheet Metal Goods.

THE CINCINNATI CORRUGATING CO.

Box 369, PIQUA, OHIO.

## SEEDS

Grain, Clover and Grass Seeds,  
CHAS. E. PRUNTY,  
MAIN & MARKET SAINT LOUIS.



# High Grade Grain Cleaners

# THE MONITORS

Are conceded by Elevator Operators to be  
the Leading Machines for the purpose now offered.

---

## The Monitor Oat Clippers

After severe and prolonged tests have demonstrated their superiority over all other makes. This not alone in quality of work, but in general construction. **Capacities from 50 bushels to 1,400 bushels per hour.**

---

## The Monitor Warehouse <sup>and</sup> Elevator Separators

Stand so far above all other makes of machines for cleaning grain that **comments are unnecessary.**

---

Should you desire to see them in operation, go to any of the leading cleaning elevators built during the last six years.

**Monitor Machines** are not offered in competition with the cheap machines on the market, but are offered for just what they are—**the best.**

We are unwilling to lower the grade of material and quality of workmanship in order to compete with other machines. The high standard of excellence that has always entered into the construction of the "Monitors" will be maintained.

**They are built on honor and sold on merit, and every purchaser gets value received.**

By these methods alone can high grade grain cleaners be furnished, and it is a false economy to buy a poor machine because it is cheap at first cost.

**We are right in it, even though we keep the standard up.**

**LINSEED OIL MILLS WILL LEARN THE ADVANTAGES OF OUR**

**MONITOR SPECIAL FLAX CLEANER BY WRITING US.**

# HUNTLEY MFG. CO.,

SILVER CREEK, N. Y.